

Abridged description.—Lt. F. W. R.

Details.—Fixed with white and red sectors.

Sectors.—Red from 302° to 345°; White thence to 039°; Red thence to 077°; Obscured elsewhere.

Chart affected.—No. 3566, Izumi nada and Harima nada.

Publications.—List of Lights, Part VI, 1922, No. 2006.

Japan Pilot, 1914, page 268.

Authority.—Tokyo Notice No. 220 of 1922. (H. 4410-22.)

JAPAN—KYUSHU, SOUTH COAST.

Bono Misaki—Alteration in character of light.

No. 397 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1285 of 1922), are republished :—

Amended position.—Lat. 31° 15' 05" N., long. 130° 12' 38" E., on chart No. 372.

New abridged description.—Lt. Gp. Fl. (3) ev. 30 sec. 275 ft., vis. 23 m.

Details.—The fixed white light has been replaced by a group flashing white light showing three flashes every thirty seconds, thus :—

3 flashes in quick succession occupying 12 seconds, followed by an eclipse of 18 seconds.

Elevation.—275 feet (83^m8).

Visibility.—2.3 miles, from 274° through north to 157°.

Power.—200,000 candles.

Charts affected.—No. 372, Kagosima kaiwan.

„ 358, Western coasts of Kyushu and Honshū.

„ 2412, Amoy to Nagasaki.

„ 2347, Honshū, Kyushu, and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

„ 1263, China sea.

„ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI., 1922, No. 1871.

Japan Pilot, 1914, page 420.

Authority.—Tokyo Notice No. 1228 of 1922. (H. 4978-22.)

SOUTH PACIFIC OCEAN—FIJI ISLANDS.

Suva Harbour approach—Intended alterations in characteristics of lights.

No. 398 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1292 of 1922), are republished :—

Date of alterations.—On 1st September 1922, without further Notice.

(1) *Position.*—On western reef at a distance of about 17½ cables westward from the town hall at Suva.

Lat. 18° 09' S., long. 178° 24' E. (approx.).

New abridged description.—Lt. F. 38 ft. vis. 6 m. (U).

Details.—The occulting white light will be replaced by a fixed white light.

Elevation.—38 feet (11^m6).

Visibility.—6 miles.

Structure.—White concrete pillar.

(2) *Position.*—Close to northern end of eastern reef at a distance of about 12 cables north-westward from the town hall at Suva, and 50 yards (45^m7) 190° from charted position.

Lat. 18° 08' S., long. 178° 25' E. (approx.).

New abridged description.—Lt. Fl. ev. 10 sec. 34 ft., vis. 8 m. (U).

Details.—The two fixed vertical white lights will be replaced by a flashing white light every ten seconds, thus :—

Flash.	eclipse.
1 sec.	9 sec.

Elevation.—34 feet (10^m4).

Visibility.—8 miles.

Structure.—White hexagonal tower.

Remarks.—The lights are unwatched.

Charts affected.—No. 1660, Suva harbour.

„ 1757, Nukulau island to Namuka island.

„ 905, Suva harbour to Levuka.

„ 167, Kandava island and passage.

„ 2691, Fiji islands.

Publications.—List of Lights, Part VI, 1922, Nos. 3141, 3142.

Pacific Islands Pilot, Vol. II, 1918, page 365.

Authority.—The Colonial Secretary, Suva, Fiji. (H. 4869-22.)

RED SEA—SUEZ BAY.

Suez Creek—Light established.

No. 399 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1297 of 1922), are republished :—

Position.—At a distance of 9·90 cables 116° from Suez railway station.

Lat. $29^{\circ} 58' N.$, long. $32^{\circ} 34' E.$ (*approx.*).

Abridged description.—Lt. Gp. Fl. (2) *ev.* 10 *sec.*

Character.—Group flashing white, showing two flashes every ten seconds, thus :—

Flash,	eclipse,	flash,	eclipse,
0·5 sec.	2·0 sec.	0·5 sec.	7·0 sec.

Structure.—Beacon.

Remarks.—The remaining characteristics are not stated.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, No. 2159.

Red Sea, &c., Pilot, 1921, page 57.

Authority.—Alexandria Notice No. 3 of 1922. (*H. 5026-22.*)

CHINA, EAST COAST—GULF OF PE CHILI.

Rocky Point—Light discontinued.

No. 400 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1298 of 1922), are republished :—

Position.—At a distance of about 7 miles south-westward from Ching wang tao road.

Lat. $39^{\circ} 48' N.$, long. $119^{\circ} 32' E.$ (*approx.*).

Details.—The fixed white light formerly exhibited in the above position has been discontinued and is to be expunged from the charts accordingly. The position is to be marked “*Old Lt. Tower (in ruins).*”

Charts affected.—No. 3378, Rocky point to Temple head.

„ 598, Li tsin ho to Ning hai.

„ 1256, Gulfs of Pe chili and Liau tung.

Publications.—List of Lights, Part VI, 1922, No. 1662.

China Sea Pilot, Vol. V, 1912, page 509.

Authority.—H. M. S. *Bluebell*, Hyd. Note No. 2 of 1922. (*H. 5122-22.*)

CHINA, EAST COAST—GULF OF PE CHILI.

Ching Wang Tao—Light established.

No. 401 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1299 of 1922), are republished :—

Position.—On the site of lighthouse near south-western extremity of the Bluff, at a distance of 4·17 cables 040° from the light on the outer end of southern breakwater.

Lat. $39^{\circ} 54' N.$, long. $119^{\circ} 37' E.$ (*approx.*).

Abridged description.—Lt. F. 87 *ft.*, *vis.* 10 *m.*

Characteristics :

Character.—Fixed white.

Elevation.—87 feet (26^m5).

Visibility.—10 miles ; from 260° through west and north to 080° .

Structure.—White mast, 38 feet (11^m6) in height.

Charts affected.—No. 2357, Ching wang tao road.

„ 3378, Rocky point to Temple head.

„ 598, Li tsin ho to Ning hai.

„ 1256, Gulfs of Pe chili and Liau tung.

Publications.—List of Lights, Part VI, 1922, No. 1664a.

China Sea Pilot, Vol. V, 1912, page 510 ; Supplement No. 6, 1921.

Authority.—H. M. S. *Bluebell*, Hyd. Note No. 1 of 1922. (*H. 5121-22.*)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Non-existence of Buoy and Beacon ; Obelisk established.

No. 402 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1922), are republished :—

(1) *Buoy disappeared.*

Position.—In S.-W. entrance, at a distance of about 3 cables westward of Burleigh rock.

Lat. $7^{\circ} 59\frac{1}{2}'$ N., long. $93^{\circ} 30'$ E. (approx.).

Description.—The conical buoy, painted white, marking Northbrook Patch.

(2) *Beacon disappeared.*

Position.—In eastern entrance, at a distance of about 1.5 cables, 174° from Naval Point.

Lat. $8^{\circ} 02'$ N., long. $93^{\circ} 33'$ E. (approx.).

Description.—The beacon of an iron post, surmounted by a drum, painted white, marking the extremity of the reef extending southward of Naval point.

(3) *Obelisk established.*

Position (approximate).—At a distance of about 4 cable 254° , from Ray Point flagstaff.

Lat. $8^{\circ} 02\frac{1}{4}'$ N., long. $93^{\circ} 32\frac{1}{2}'$ E. (approx.).

Description.—A dark coloured stone obelisk.

Charts affected.—No. 841, Nancowry harbour.

„ 840, Nicobar Islands.

Publication.—Bay of Bengal Pilot, 5th Edition, 1921, page 437.

Authority.—The Commanding Officer, H. M. S. “Cairo,” Hydrographic Note No. 2, dated 20th August 1922.

The 22nd September 1922.

AUSTRALIA, EAST COAST—QUEENSLAND.

Coral reef, south of Lady Elliott Island.

No. 385 (third publication).—With reference to Notice to Mariners No. 330 of 1918, issued by this office regarding the above, the Portmaster, Brisbane, has given further Notice (No. 2 of 1922) that Captain H. P. Upward, of the SS. “Mackarra,” now reports having passed the reef and distinctly saw the bottom for a considerable distance. The reef is apparently of much greater extent than originally reported, and, being close to the track of deep-draught vessels, Masters are cautioned to observe due care when navigating in the locality, as the reef has not been surveyed.

When the reef was observed, Lady Elliott Island bore N. 28° W., distant $5\frac{1}{2}$ miles, Lat. $24^{\circ} 12\frac{1}{2}'$ S., Long. $152^{\circ} 48\frac{1}{2}'$ E.

Charts affected :—Nos. 345 and 2763 ; “Australia Pilot,” Vol. No. 4, page 63.

BAY OF BENGAL—BURMA COAST.

*Rangoon river approach—China Bakir light-vessel replaced by another light-vessel.**No. 386 (third publication).—*

Subject.—On or about the 10th October 1922, the China Bakir light-vessel will be removed and replaced by a light-vessel showing a fixed white light.

Position.—Lat. $16^{\circ} 6\frac{1}{2}'$ N., Long. $96^{\circ} 10\frac{1}{2}'$ E. with China Bakir lighthouse bearing North (True).

Visibility.—12 miles.

Remarks.—Day marks will be the same as those of the present light-vessel.

Charts affected.—No. 823, Koronge island to White Point.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 643.

„ Bay of Bengal Pilot, 1921, page 454.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 53 of 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river entrance—Spit light-vessel replaced by a Native Brig.

No. 387 (third publication).—

Subject.—On or about the 1st October 1922, the “Spit” light-vessel will be removed and replaced by a Native Brig painted red, with lower masts only with the word “SPIT” painted in white letters on both sides, showing a fixed white light.

Position.—Lat. $16^{\circ} 27' N.$, long. $96^{\circ} 22' E.$

Visibility.—10 miles.

Charts affected.—No. 70, Bay of Bengal.

„ 823, Koronge island to White Point.

„ 830, Bassein river to Pulo Penang.

„ 833, Rangoon river and approaches.

Publications.—List of Lights, Part VI, 1922, No. 646.

Bay of Bengal Pilot, 1921, page 459.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 54 of 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 25, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

A. MARR,

Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 14th October 1922.

PERSIAN GULF—SHATT-AL-ARAB.

Correction to Notice to Mariners No. 382 of 1922 re : depths on Outer Bar.

No. 416 (*first publication*).—Paragraph (b), line 2, after 3·45 miles add “from Tidal Semaphore.”

Authority.—The Director, Royal Indian Marine, Bombay.

CHINA—YANGTZE RIVER-ROUTE: VINE POINT TO COOPER BANK CROSSING.

Vine Point and Channel light-beacons moved.

No. 417 (*first publication*).—The Coast Inspector, Shanghai, has given Notice No. 759 of 1922 that the following light-beacons of the Yangtze River, between Vine Point and Cooper Bank Crossing, have been moved owing to the erosion of the river's banks:—

Vine Point light-beacon has been moved, and from the new position of the beacon Langshan Pagoda bears N. 63° 50' E., distant 1·3 miles.

Channel light-beacon has been moved, and from the new position of the beacon Kiushan Quoin beacon bears S. 36½° W., distant 0·96 mile.

All bearings given are magnetic.

The 7th October 1922.

SOUTH PACIFIC OCEAN—VANIKORO ISLAND, SOUTH-WEST COAST.

Péou and Ambi Bays—Amendments to charts.

No. 403 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1316 of 1922), are republished:—

Position.—Lawrence river entrance, Péou.

Lat. 11° 41' S., 166° 48' E. (*approx.*).

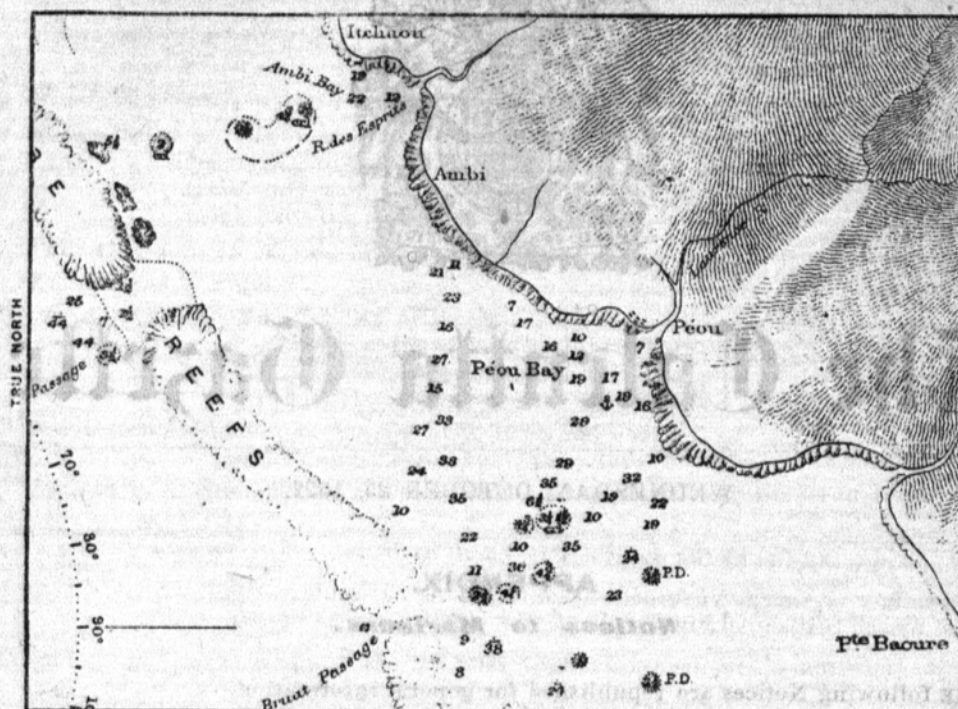
Details.—The accompanying reproductions of portions of charts Nos. 986 and 17 show the necessary amendments to the charts with regard to coastline, reefs, shoals and depths in the vicinity of Péou and Ambi bays.

Charts affected.—No. 986, Plan of Vanikoro islands.

„ 17, Santa Cruz islands.

Publication.—Pacific Islands Pilot, Vol. II, 1918, page 320.

Authority.—French Government Chart. (*H. 3163-22.*)



Reproduction of Portion of Chart N°986.



Reproduction of Portion of Chart N°17.

JAPAN—HONSHŪ, SOUTH COAST.

Susami—Light established.

No. 404 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1317 of 1922), are republished:—

Position.—On the northern shore of Susami anchorage.

Lat. $33^{\circ} 32' 45''$ N., long. $135^{\circ} 29' 12''$ E. on chart No. 951.

Abridged description.—Lt. F. W.R. 35 ft.

Characteristics:

Character.—Fixed with white and red sectors.

Elevation.—35 feet (10^m7).

Sectors.—Red from 359° through north to 032° ; White thence to 042° ; Red thence to 064° ; Obscured elsewhere.

Charts affected.—No. 951, Osaki wan to Owashi wan.

„ 996, Kii suido to Tokyo.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi Kaikyo to Oshima.

Publications.—List of Lights, Part VI, 1922, No. 2015a.

Japan Pilot, 1914, page 127.

Authority.—Tokyo Notice No. 221 of 1922. (H. 4408-22.)

TASMANIA—NORTH COAST.

River Tamar, Sea Reach—Buoy replaced by Light-Buoy.

No. 405 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1922), are republished :—

Position.—On the north western side of Bombay rock.

Lat. $41^{\circ} 06' S.$, long. $146^{\circ} 50' E.$ (approx.).

Details.—The unlighted buoy has been replaced by a light-buoy, painted in black and white horizontal stripes, exhibiting an *occulting white* light, having an eclipse of *four seconds*. The period of the light is not stated.

Charts affected.—No. 3649, Entrance to River Tamar.

„ 1080, River Tamar.

Publication.—Australia Pilot, Vol. II, 1918, page 255.

Authority.—Launceston Notice of 22nd May 1922. (H. 4860-22.)

CELEBES—NORTH-WEST COAST.

Negri Baru Bay, south-west approach—Rock reported.

No. 406 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1319 of 1922), are republished :—

Position.—At a distance of 1.70 miles 219° from the summit of Pulo Latungan.

Lat. $1^{\circ} 02' N.$, long. $120^{\circ} 46' E.$ (approx.).

Depth.—3 feet (0^m9), coral.

Note.—The symbol for a rock with a depth of less than 6 feet (1^m8) is to be inserted on the charts in above position.

Charts affected.—No. 3394, Tarjong Lutuno to Dondo point.

„ 2636, North part of the Strait of Macassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 418, 419.

Authority.—Hague Notice No. 1642 of 1922. (H. 7612-21.)

BORNEO—NORTH-WEST COAST.

Lobang Point Light—Alteration in character.

No. 407 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1320 of 1922), are republished :—

Position.—Lat. $4^{\circ} 22' N.$, long. $113^{\circ} 58' E.$ (approx.).

New abridged description.—Lt. Occ. *ev.* 30 sec., *vis.* 15 m.

Details.—The fixed white light has been replaced by an *occulting white* light every thirty seconds, thus :—

Light,	eclipse,
20 sec.	10 sec.

The visibility of the light is now 15 miles.

Charts affected.—No. 2108, Tatau point to Barram point.

„ 2660b, China sea, southern portion—eastern sheet.

„ 1263, China sea.

Publication.—List of Lights, Part VI, 1922, No. 1103.

Authority.—Hague Notice No. 1651 of 1922. (H. 5270-22.)

SUEZ CANAL.

Great Bitter Lake—Alteration in character of Lights on North and South light-Buoys.

No. 408 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1323 of 1922), are republished :—

Position.—(a) North light-buoy, lat. $30^{\circ} 22' N.$, long. $32^{\circ} 22' E.$ (approx.).

(b) South light-buoy, lat. $30^{\circ} 18' N.$, long. $32^{\circ} 26' E.$ (approx.).

Alteration.—The character of the lights on the above light-buoys has been altered from fixed white to *occulting white* every four seconds.

Charts affected.—No. 233, Suez canal, compartment (C).

Publication.—Red Sea, &c., Pilot, 1921, page 55.

Authority.—H. M. S. Rocket Hyd. Note No. 3 of 1922. (H. 5195-22.)

SUEZ BAY.

Kal ah Kebireh, West Beacon—Alteration in character of light.

No. 409 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1324 of 1922), are republished :—

Position.—Lat. $29^{\circ} 55' N.$, long. $32^{\circ} 31' E.$ (approx.).

New abridged description.—2 Lts. Fl. vertical 42 & 30 ft.

Alteration.—The character of the two lights on West beacon has been altered from fixed white to flashing white every five seconds, thus :—

Flash,	eclipse,
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 233, Suez canal, compartment (E).

Publication.—List of Lights, Part V, 1922, No. 2167.

Authority.—Alexandria Notice No. 4 of 1922. (H. 5273-22.)

SUMATRA, EAST COAST—JAMBIE BAY.

Kwala Niur Entrance—Light on Light-Buoy re-established with new characteristics.

No. 410 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1327 of 1922), are republished :—

Former Notice.—No. 1219 of 1922. (This office No. 376 of 1922.)

Position.—At a distance of about 5 miles northward of Tanjong Solok.

Lat. $0^{\circ} 55' S.$, long. $103^{\circ} 49' E.$ (approx.).

Details.—This light-buoy, the light of which was recently extinguished, now exhibits a fixed red light.

Charts affected.—No. 1789, Channels between Sumatra, Linga and Singkep.
„ 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II, 1915, page 299.

Authority.—Hague Notice No. 1641 of 1922. (H. 4390-22.)

STRAIT OF MALACCA, MALAY PENINSULA—KLANG STRAIT, NORTHERN APPROACH.

Selangor—Temporary alteration in light.

No. 411 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1328 of 1922), are republished :—

Position.—On Kwala Selangor hill.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 15' E.$ (approx.).

Alteration.—A report has been received, dated 13th July, 1922, stating that the occulting white light had been temporarily replaced by a fixed white light owing to damage to the apparatus.

Charts temporarily affected.—No. 3766, North approach to Klang strait.

„ 794, Pulo Berhala to Cape Rachado.

„ 1355, Malacca strait.

Publication.—List of Lights, Part VI, 1922, No. 752.

Authority.—Captain L. D. Pinckney, Commander of the SS. *Khyber*.
(H. 5296-22.)

AUSTRALIA—VICTORIA.

Port Phillip Entrance, West Channel—Caution.

No. 412 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1338 of 1922), are republished :—

Position.—Pope's Eye buoy, lat. $38^{\circ} 17' S.$, long. $144^{\circ} 41' E.$ (approx.).

Caution.—Information has been received that extensive changes are taking place in the banks and shoals in the West channel between the Pope's Eye buoy and the pile lighthouse on the north-eastern side of West sand.

Mariners are warned accordingly.

Note.—The words "*See Caution*" are to be inserted against the name "West Channel" on the charts and the following Cautionary note inserted in a conspicuous position near the title of the charts :—

CAUTION.

"Considerable changes are reported to have taken place in West Channel (1922)."

Charts affected.—No. 309, Port Phillip, West channel.

" 2747, Entrance to Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 109, 110.

Authority.—Australian Hydrographer. (*H.* 5456-22.)

GULF OF OMAN—ARABIAN COAST.

Maskat—Information with regard to Lights and Light-house.

No. 413 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1922), are republished :—

(a) Maskat Cove—Lights extinguished—

Position.—At a distance of about one cable westward of the British Consulate.

Lat. $23^{\circ} 37' N.$, long. $58^{\circ} 36' E.$ (*approx.*).

Details.—The small cluster of lights shown on the chart in the above position is no longer exhibited.

(b) Maskat Island Light-house removed—

Position.—On point situated at a distance of about 3 cables south-eastward of Fisher's Rock.

Lat. $23^{\circ} 38' N.$, long. $58^{\circ} 36' E.$ (*approx.*).

Details.—The Lt. Ho. (disused) in the above position has been removed, and the note should be expunged from the chart accordingly.

Chart affected.—No. 2869, Maskat and Al Matrah.

Publications.—List of Lights, Part VI, 1922, No. 290.

Indian List of Lights, 40th issue, 1921, No. 18.

Persian Gulf Pilot, 6th Edition, 1915, page 43.

Authority.—The Commanding Officer, H. M. S. "Cyclamen", Hydrographic Note No. 4, dated 12th September 1922.

AUSTRALIA—WEST COAST.

*Point Cloates Light—Intended alteration in power and period.**No. 414 (second publication).*—

Subject.—The power of the Flashing White Light on Point Cloates will be increased, and the period of the Light will be altered, on or about 1st December 1922.

Position.—On Cloates Hill.

Lat. $22^{\circ} 41\frac{1}{2}' S.$, long. $113^{\circ} 41\frac{1}{2}' E.$ on Chart No. 1055.

Alteration.—The power of the light will be increased and the period altered to *eight seconds*. The characteristics of the light will be as follows :—

Character.—*Flashing White Light every eight seconds*, thus :—

Flash	Eclipse
$\frac{1}{3}$ sec.	$7\frac{2}{3}$ secs.

Power.—700,000 candles.

Remarks.—The other details of the light will remain unaltered.

Note.—No further notice will be given.

Charts affected.—No. 1055, Bedout Island to Cape Cuvier.

" 3018, Plan of Point Cloates.

" 2759a, Australia, northern portion.

" 748a, The Indian Ocean.

Publications.—List of Lights and Time Signals, Part VI, 1922. No. 2251.

Australia Pilot, Vol. V, 1914, page 310.

Authority.—Melbourne Notice No. 5 of 1922.

AUSTRALIA—EAST COAST.

Cape Byron light—Power increased.

No. 415 (second publication).—

Subject.—The power of the Flashing White Light on Cape Byron has been increased.

Position.—On the summit of Cape Byron.

Lat. $28^{\circ} 37\frac{1}{2}'$ S., long. $153^{\circ} 39\frac{1}{2}'$ E., on Chart No. 1028.

Details.—The power of the Flashing White Light has been increased from 500,000 candles to 1,000,000 candles.

Remarks.—The other details of the light remain unaltered.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2585.

Sailing Directions for the Coast of New South Wales, second edition, 1920, page 112.

Authority.—Melbourne Notice No. 6 of 1922.

The 29th September 1922.

NEW ZEALAND—NORTH ISLAND, EAST COAST.

Tauranga Harbour—Light-Beacon established; Light discontinued.

No. 388 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1239 of 1922), are republished:—

(a) Light-beacon established:

Position.—At a distance of 2.50 cables 129° from the charted position of the beacon situated about one cable north-eastward from Sulphur point spit.

Lat. $37^{\circ} 40'$ S., long. $176^{\circ} 11'$ E. (approx.).

Abridged description.—Lt. Fl. ev. 2 sec. 11 ft., vis. 5 m. (U).

Characteristics:

Character.—Flashing white every two seconds, thus:

Flash	eclipse.
0.25 sec.	1.75 sec.

Elevation.—11 feet ($3^m 4$).

Visibility.—5 miles.

Remarks.—The light is unwatched.

Note.—The red buoy shown in the position of the above light-beacon is to be erased from the chart.

(b) Light on beacon discontinued:

Position.—At a distance of about one cable north-eastward from Sulphur point spit.

Details.—The flashing white light on the above beacon has been discontinued. The word "Beacon" is to be substituted on the charts for the abridged description of the light.

Charts affected.—No. 2521, Tauranga harbour.

„ 3332, Mercury bay to Town point.

Publications.—List of Lights, Part VI, 1922, No. 2905.
New Zealand Pilot, 1919, page 239.

Authority.—Wellington Notice No. 35 of 1922. (H. 4583-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Kilwa Kisiwani Harbour—Buoy withdrawn.

No. 389 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1241 of 1922), are republished:—

Position.—Close south-westward of Ras Rongozi and at a distance of about $5\frac{1}{2}$ cables north-eastward from Kilwa Kisiwani observation spot.

Lat. $8^{\circ} 57'$ S., long. $39^{\circ} 31'$ E. (approx.).

Details.—The black conical buoy situated in the above position has been withdrawn and is to be deleted from the chart.

Charts affected.—No. 661, Kilwa Kisiwani. Plan of Kilwa Kisiwani harbour.

Publications.—Africa Pilot, Part III, 1915, page 338; Supplement No. 5, 1921.

Authority.—H. M. S. *Southampton*, Hyd. Note No. 2 of 1922. (H. 4094-22.)

PHILIPPINE ISLANDS—MASBATE ISLAND.

Bagui Point—Non-existence of shoal south-westward of.

No. 390 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1247 of 1922), are republished:—

Position.—At a distance of about 8 miles south-westward from Bagui point lighthouse.

Lat. $12^{\circ} 29' N.$, long. $123^{\circ} 10' E.$ (approx.).

Details.—The 4 fathom ($7^m 3$) shoal ("reported 1908") in the above position does not exist and is to be expunged from the charts.

Charts affected.—No. 3369, Luzon island to Masbate island.

" 2577, Philippine islands between San Bernardino and Mindoro straits.

" 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 343.

Authority.—U. S. Government Chart. (H. 4357-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar-Es-Salaam—Non-existence of wreck in entrance.

No. 391 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1261 of 1922), are republished:—

Position.—At a distance of about 1.3 cables north-westward from the signal station at East Ferry point.

Lat. $6^{\circ} 49' S.$, long. $39^{\circ} 18' E.$ (approx.).

Details.—The wreck sunk in the year 1916 in the above position has been removed and is to be erased from the chart accordingly.

Chart affected.—No. 674, Dar-es-Salaam, with plan.

Publication.—Africa Pilot, Part III, 1915, page 377; Supplement No. 5, 1921.

Authority.—Commander-in-Chief, East Indies Station. (H. 4347-22.)

SUMATRA, EAST COAST—SINGAPORE STRAIT, EASTERN APPROACH.

Pulo Bintang—Light established.

No. 392 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1262 of 1922), are republished:—

Position.—On the north-eastern side of the 217 ft. ($66^m 1$) summit on Tanjong Brakit.

Lat. $1^{\circ} 13' 22'' N.$, long. $104^{\circ} 34' 42'' E.$ (approx.). on chart No. 2403.

Abridged description.—Lt. Gp. Fl. (2) ev. 10 sec., 219 ft., vis 21 m.

Characteristics:

Character.—Group flashing white, showing two flashes every ten seconds, thus:

Flash,	eclipse,	flash,	eclipse,
1 sec.	1 sec.	1 sec.	7 sec.

Elevation.—219 feet ($66^m 7$).

Visibility.—21 miles.

Structure.—White iron framework.

Charts affected.—No. 2403, Singapore strait.

" 3543, Approaches to Singapore.

" 2757, Banka strait to Singapore.

" 1355, Malacca strait.

" 2660a, China sea—southern portion—western sheet.

" 941a, Eastern archipelago—sheet 1.

" 748b, Indian ocean—northern portion.

" 1263, China sea.

Publications.—List of Lights, Part VI, 1922, No. 1009a.

China Sea Pilot, Vol. I, 1916, page 284.

Authority.—Hague Notice No. 1535 of 1922. (H. 7330-21.)

AUSTRALIA—NEW SOUTH WALES.

Split Solitary Island—Obstruction reported westward of.

No. 393 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1266 of 1922), are republished:—

Position.—At a distance of 4 cables 276° from the summit of Split Solitary Island.

Lat. 30° 14' S., long. 153° 11' E. (*approx.*).

Details.—The SS. *Leouka* is reported to have touched an obstruction in above position. This position is to be encircled by a danger line on the charts and marked "*Obstruction reported (1922).*"

Charts affected.—No. 1026, The Solitary Islands and adjacent coast.

„ 1027, Coff Islands to Evans head.

„ 3622, Port Jackson to Cape Byron.

Publication.—Australia Pilot, Vol. III, 1916, page 80.

Authority.—U. S. Hyd. Office Notice No. 2754 of 1922. (*H. 5013-22.*)

NORTH PACIFIC OCEAN—MARIANA OR LADRONE ISLANDS.

Tinian Island—Existence of reef southward of.

No. 394 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1267 of 1922), are republished:—

Position.—At a distance of about 2 miles south-eastward from Lalo point.

Lat. 14° 54' 00" N., long. 145° 38' 15" E., on chart No. 1101.

Depth.—3½ fathoms (6m9), coral.

Remarks.—The name "*Tatsumi Rf.*" is to be inserted on the chart against the position of the above reef.

Charts affected.—No. 1101, Mariana or Ladrone Islands.

„ 781, Pacific Ocean—north-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1921, pages 650, 651.

Authority.—Japanese Government Chart. (*H. 4572-22.*)

EASTERN ARCHIPELAGO—SAVU ISLAND.

Seba—Further alteration in character of light.

No. 395 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1268 of 1922), are republished:—

Former Notice.—No. 1099 of 1922, part (1). (*This office No. 350 of 1922.*)

Position.—At a distance of about one cable south-westward from the entrance to River Moba.

Lat. 10° 29' S., long. 121° 50' E. (*approx.*).

New abridged description.—Lt. Gp. Occ. (3) *ev. 30 sec., 52 ft., vis. 12 m.*

Details.—The fixed white light has been replaced by a *group occulting white* light having *three eclipses every thirty seconds*, thus:

Light,	eclipse,	light,	eclipse,	light,	eclipse,
15 sec.	3 sec.	3 sec.	3 sec.	3 sec.	3 sec.

Remarks.—The remaining characteristics are unaltered.

Charts affected.—No. 2468, Plan of Seba road.

„ 942a, Eastern archipelago—sheet 3.

„ 475, North-west coast of Australia.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 947.

Eastern Archipelago Pilot, Part II, 1913, page 295.

Authority.—Hague Notice No. 1539 of 1922. (*H. 4928-22.*)

JAPAN—INLAND SEA, KII SUIDO.

Wakano ura Wan—Light established.

No. 396 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1284 of 1922), are republished:—

Position.—On the northern shore of the bay, at a distance of 8.0 cables 069° from Nada nami ye bana.

Lat. 34° 11' N., long. 135° 10' E. (*approx.*).

Abridged description.—Lt. F. W. R.

Details.—Fixed with white and red sectors.

Sectors.—Red from 302° to 345°; White thence to 039°; Red thence to 077°; Obscured elsewhere.

Chart affected.—No. 3566, Izumi nada and Harima nada.

Publications.—List of Lights, Part VI, 1922, No. 2006.

Japan Pilot, 1914, page 268.

Authority.—Tokyo Notice No. 220 of 1922. (H. 4410-22.)

JAPAN—KYUSHU, SOUTH COAST.

Bono Misaki—Alteration in character of light.

No. 397 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1285 of 1922), are republished:—

Amended position.—Lat. 31° 15' 05" N., long. 130° 12' 38" E., on chart No. 372.

New abridged description.—Lt. Gp. Fl. (3) ev. 30 sec. 275 ft., vis. 23 m.

Details.—The fixed white light has been replaced by a group flashing white light showing three flashes every thirty seconds, thus:—

3 flashes in quick succession occupying 12 seconds, followed by an eclipse of 18 seconds.

Elevation.—275 feet (83^m8).

Visibility.—23 miles, from 274° through north to 157°.

Power.—200,000 candles.

Charts affected.—No. 372, Kagosima kaiwan.

" 358, Western coasts of Kyushu and Honshū.

" 2412, Amoy to Nagasaki.

" 2347, Honshū, Kyushu, and Shikoku, &c.

" 2459, North-west Pacific ocean, &c.

" 1263, China sea.

" 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI., 1922, No. 1871.

Japan Pilot, 1914, page 420.

Authority.—Tokyo Notice No. 1228 of 1922. (H. 4978-22.)

SOUTH PACIFIC OCEAN—FIJI ISLANDS.

Suva Harbour approach—Intended alterations in characteristics of lights.

No. 398 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1292 of 1922), are republished:—

Date of alterations.—On 1st September 1922, without further Notice.

(1) *Position.*—On western reef at a distance of about 17½ cables westward from the town hall at Suva.

Lat. 18° 09' S., long. 178° 24' E. (approx.).

New abridged description.—Lt. F. 38 ft. vis. 6 m. (U).

Details.—The occulting white light will be replaced by a fixed white light.

Elevation.—38 feet (11^m6).

Visibility.—6 miles.

Structure.—White concrete pillar.

(2) *Position.*—Close to northern end of eastern reef at a distance of about 12 cables north-westward from the town hall at Suva, and 50 yards (45^m7) 190° from charted position.

Lat. 18° 08' S., long. 178° 25' E. (approx.).

New abridged description.—Lt. Fl. ev. 10 sec. 34 ft., vis. 8 m. (U).

Details.—The two fixed vertical white lights will be replaced by a flashing white light every ten seconds, thus:—

Flash,	eclipse,
1 sec.	9 sec.

Elevation.—34 feet (10^m4).

Visibility.—8 miles.

Structure.—White hexagonal tower.

Remarks.—The lights are unwatched.

Charts affected.—No. 1660, Suva harbour.

" 1757, Nukulau island to Namuka island.

" 905, Suva harbour to Levuka.

" 167, Kandava island and passage.

" 2691, Fiji islands.

Publications.—List of Lights, Part VI, 1922, Nos. 3141, 3142.

Pacific Islands Pilot, Vol. II, 1918, page 365.

Authority.—The Colonial Secretary, Suva, Fiji. (H. 4869-22.)

RED SEA—SUEZ BAY.

Suez Creek—Light established.

No. 399 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1297 of 1922), are republished :—

Position.—At a distance of 9.90 cables 116° from Suez railway station.

Lat. $29^{\circ} 58' N.$, long. $32^{\circ} 34' E.$ (*approx.*).

Abridged description.—Lt. Gp. Fl. (2) *ev. 10 sec.*

Character.—Group flashing white, showing two flashes every ten seconds, thus :—

Flash,	eclipse,	flash,	eclipse,
0.5 sec.	2.0 sec.	0.5 sec.	7.0 sec.

Structure.—Beacon.

Remarks.—The remaining characteristics are not stated.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, No. 2159.
Red Sea, &c., Pilot, 1921, page 57.

Authority.—Alexandria Notice No. 3 of 1922. (*H. 5026-22.*)

CHINA, EAST COAST—GULF OF PE CHILI.

Rocky Point—Light discontinued.

No. 400 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1298 of 1922), are republished :—

Position.—At a distance of about 7 miles south-westward from Ching wang tao road.

Lat. $39^{\circ} 48' N.$, long. $119^{\circ} 32' E.$ (*approx.*).

Details.—The fixed white light formerly exhibited in the above position has been discontinued and is to be expunged from the charts accordingly.
The position is to be marked “*Old Lt. Tower (in ruins).*”

Charts affected.—No. 3378, Rocky point to Temple head.

„ 598, Li tsin ho to Ning hai.

„ 1256, Gulfs of Pe chili and Lian tung.

Publications.—List of Lights, Part VI, 1922, No. 1662.
China Sea Pilot, Vol. V, 1912, page 509.

Authority.—H. M. S. *Bluebell*, Hyd. Note No. 2 of 1922. (*H. 5122-22.*)

CHINA, EAST COAST—GULF OF PE CHILI.

Ching Wang Tao—Light established.

No. 401 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1299 of 1922), are republished :—

Position.—On the site of lighthouse near south-western extremity of the Bluff, at a distance of 4.17 cables 040° from the light on the outer end of southern breakwater.

Lat. $39^{\circ} 54' N.$, long. $119^{\circ} 37' E.$ (*approx.*).

Abridged description.—Lt. F. 87 ft., *vis. 10 m.*

Characteristics :

Character.—Fixed white.

Elevation.—87 feet (26^m5).

Visibility.—10 miles ; from 260° through west and north to 080° .

Structure.—White mast, 38 feet (11^m6) in height.

Charts affected.—No. 2357, Ching wang tao road.

„ 3378, Rocky point to Temple head.

„ 598, Li tsin ho to Ning hai.

„ 1256, Gulfs of Pe chili and Lian tung.

Publications.—List of Lights, Part VI, 1922, No. 1664a.

China Sea Pilot, Vol. V, 1912, page 510 ; Supplement No. 6, 1921.

Authority.—H. M. S. *Bluebell*, Hyd. Note No. 1 of 1922. (*H. 5121-22.*)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Non-existence of Buoy and Beacon ; Obelisk established.

No. 402 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1922), are republished :—

(1) *Buoy disappeared.*

Position.—In S.-W. entrance, at a distance of about 3 cables westward of Burleigh rock.

Lat. $7^{\circ} 59\frac{1}{2}'$ N., long. $93^{\circ} 30'$ E. (*approx.*).

Description.—The conical buoy, painted white, marking Northbrook Patch.

(2) *Beacon disappeared.*

Position.—In eastern entrance, at a distance of about 1.5 cables, 174° from Naval Point.

Lat. $8^{\circ} 02'$ N., long. $93^{\circ} 33'$ E. (*approx.*).

Description.—The beacon of an iron post, surmounted by a drum, painted white, marking the extremity of the reef extending southward of Naval point.

(3) *Obelisk established.*

Position (approximate).—At a distance of about 4 cable 254° , from Ray Point flagstaff.

Lat. $8^{\circ} 02\frac{1}{4}'$ N., long. $93^{\circ} 32\frac{1}{2}'$ E. (*approx.*).

Description.—A dark coloured stone obelisk.

Charts affected.—No. 841, Nancowry harbour.
„ 840, Nicobar Islands.

Publication.—Bay of Bengal Pilot, 5th Edition, 1921, page 437.

Authority.—The Commanding Officer, H. M. S. “Cairo,” Hydrographic Note No. 2, dated 20th August 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 1, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

A. MARR,

Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 24th October 1922.

INDIA—BAY OF BENGAL—HUGLI RIVER.

Kaukhali (Cowcolly)—Light discontinued.

No. 418-I (first publication).—

Subject.—From the midnight of the 31st December 1922, the exhibition of the light from Kaukhali (Cowcolly) lighthouse will be permanently discontinued.

Position.—Lat. $21^{\circ} 50' 10''$ N., Long. $87^{\circ} 56' 44''$ E.

Charts affected.—No. 136, River Hugli—Sagar point to Calcutta.

„ 814, The Sandheads—False point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 618.

Bay of Bengal Pilot, 1921, page 287.

Authority.—Deputy Conservator, Port of Calcutta letter No. 7198, dated 21st October 1922.

The 14th October 1922.

PERSIAN GULF—SHATT-AL-ARAB.

Correction to Notice to Mariners No. 382 of 1922 re : depths on Outer Bar.

No. 416 (second publication).—Paragraph (b), line 2, after 3.45 miles add “from Tidal Semaphore.”

Authority.—The Director, Royal Indian Marine, Bombay.

CHINA—YANGTZE RIVER-ROUTE: VINE POINT TO COOPER BANK CROSSING.

Vine Point and Channel light-beacons moved.

No. 417 (second publication).—The Coast Inspector, Shanghai, has given Notice No. 759 of 1922 that the following light-beacons of the Yangtze River, between Vine Point and Cooper Bank Crossing, have been moved owing to the erosion of the river's banks :—

Vine Point light-beacon has been moved, and from the new position of the beacon Langshan Pagoda bears N. $63^{\circ} 50'$ E., distant 1.3 miles.

Channel light-beacon has been moved, and from the new position of the beacon Kiushan Quoin beacon bears S. $36\frac{1}{2}^{\circ}$ W., distant 0.96 mile.

All bearings given are magnetic.

The 7th October 1922.

SOUTH PACIFIC OCEAN—VANIKORO ISLAND, SOUTH-WEST COAST.

Péou and Ambi Bays—Amendments to charts.

No. 403 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1316 of 1922), are republished :—

Position.—Lawrence river entrance, P éou.

Lat. $11^{\circ} 41' S.$, $166^{\circ} 48' E.$ (*approx.*).

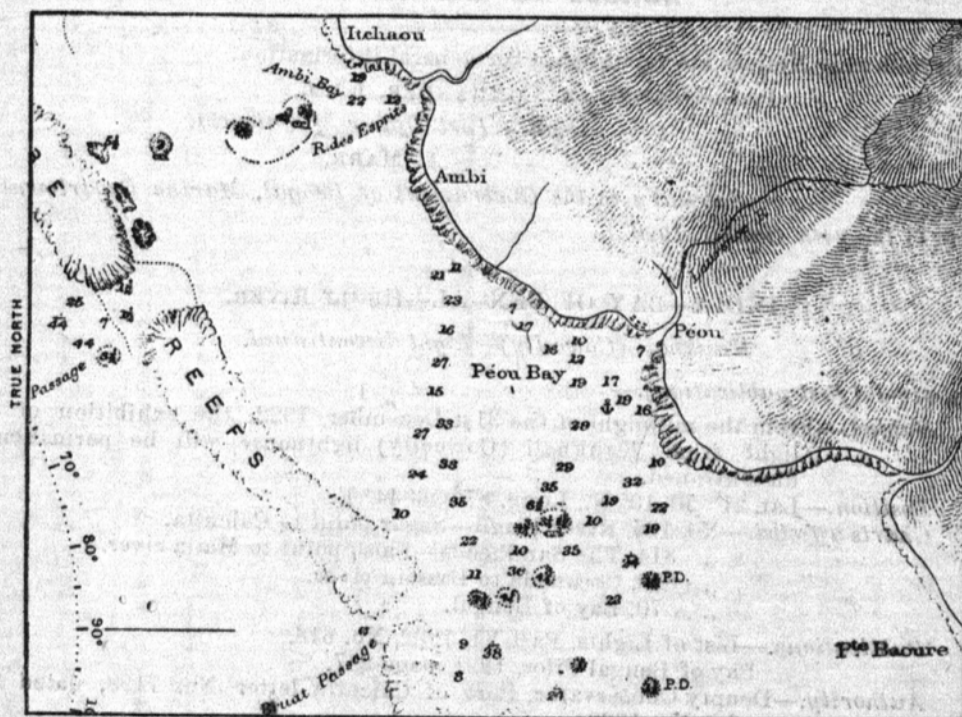
Details.—The accompanying reproductions of portions of charts Nos. 986 and 17 show the necessary amendments to the charts with regard to coastline, reefs, shoals and depths in the vicinity of P éou and Ambi bays.

Charts affected.—No. 986, Plan of Vanikoro islands.

„ 17, Santa Cruz islands.

Publication.—Pacific Islands Pilot, Vol. II, 1918, page 320.

Authority.—French Government Chart. (*H. 3163-22.*)



Reproduction of Portion of Chart N°986.



Reproduction of Portion of Chart N°17.

JAPAN—HONSHŪ, SOUTH COAST.

Susami—Light established.

No. 404 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1317 of 1922), are republished :—

Position.—On the northern shore of Susami anchorage.

Lat. $33^{\circ} 32' 45''$ N., long. $135^{\circ} 29' 12''$ E. on chart No. 951.

Abridged description.—Lt. F. W.R. 35 ft.

Characteristics :

Character.—Fixed with white and red sectors.

Elevation.—35 feet (10^m7).

Sectors.—Red from 359° through north to 032° ; White thence to 042° ; Red thence to 064° ; Obscured elsewhere.

Charts affected.—No. 951, Osaki wan to Owashi wan.

„ 996, Kii suido to Tokyo.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi Kaikyo to Oshima.

Publications.—List of Lights, Part VI, 1922, No. 2015a.

Japan Pilot, 1914, page 127.

Authority.—Tokyo Notice No. 221 of 1922. (H. 4408-22.)

TASMANIA—NORTH COAST.

River Tamar, Sea Reach—Buoy replaced by Light-Buoy.

No. 405 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1922), are republished :—

Position.—On the north western side of Bombay rock.

Lat. $41^{\circ} 06'$ S., long. $146^{\circ} 50'$ E. (approx.).

Details.—The unlighted buoy has been replaced by a light-buoy, painted in black and white horizontal stripes, exhibiting an *occulting white* light, having an eclipse of *four seconds*. The period of the light is not stated.

Charts affected.—No. 3649, Entrance to River Tamar.

„ 1080, River Tamar.

Publication.—Australia Pilot, Vol. II, 1918, page 255.

Authority.—Launceston Notice of 22nd May 1922. (H. 4860-22.)

CELEBES—NORTH-WEST COAST.

Negri Baru Bay, south-west approach—Rock reported.

No. 406 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1319 of 1922), are republished :—

Position.—At a distance of 1.70 miles 219° from the summit of Pulo Latungan.

Lat. $1^{\circ} 02'$ N., long. $120^{\circ} 46'$ E. (approx.).

Depth.—3 feet (0^m9), coral.

Note.—The symbol for a rock with a depth of less than 6 feet (1^m8) is to be inserted on the charts in above position.

Charts affected.—No. 3394, Tar jong Lutano to Dondo point.

„ 2636, North part of the Strait of Macassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 418, 419.

Authority.—Hague Notice No. 1642 of 1922. (H. 7612-21.)

BORNEO—NORTH-WEST COAST.

Lobang Point Light—Alteration in character.

No. 407 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1320 of 1922), are republished :—

Position.—Lat. $4^{\circ} 22'$ N., long. $113^{\circ} 58'$ E. (approx.).

New abridged description.—Lt. Occ. ev. 30 sec., vis. 15 m.

Details.—The fixed white light has been replaced by an *occulting white* light every thirty seconds, thus :—

Light,	eclipse,
20 sec.	10 sec.

The visibility of the light is now 15 miles.

Charts affected.—No. 2108, Tatau point to Barram point.

„ 2660b, China sea, southern portion—eastern sheet.

„ 1263, China sea.

Publication.—List of Lights, Part VI, 1922, No. 1103.

Authority.—Hague Notice No. 1651 of 1922. (H. 5270-22.)

SUEZ CANAL.

Great Bitter Lake—Alteration in character of Lights on North and South light-Buoys.

No. 408 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1323 of 1922), are republished :—

Position.—(a) North light-buoy, lat. $30^{\circ} 22' N.$, long. $32^{\circ} 22' E.$ (approx.).

(b) South light-buoy, lat. $30^{\circ} 18' N.$, long. $32^{\circ} 26' E.$ (approx.).

Alteration.—The character of the lights on the above light-buoys has been altered from fixed white to *occulting white every four seconds*.

Charts affected.—No. 233, Suez canal, compartment (C).

Publication.—Red Sea, &c., Pilot, 1921, page 55.

Authority.—H. M. S. *Rocket* Hyd. Note No. 3 of 1922. (H. 5195-22.)

SUEZ BAY.

Kal ah Kebireh, West Beacon—Alteration in character of light.

No. 409 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1324 of 1922), are republished :—

Position.—Lat. $29^{\circ} 55' N.$, long. $32^{\circ} 31' E.$ (approx.).

New abridged description.—2 Lts. Fl. vertical 42 & 30 ft.

Alteration.—The character of the two lights on West beacon has been altered from fixed white to *flashing white every five seconds*, thus :—

Flash,	eclipse,
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 233, Suez canal, compartment (E).

Publication.—List of Lights, Part V, 1922, No. 2167.

Authority.—Alexandria Notice No. 4 of 1922. (H. 5273-22.)

SUMATRA, EAST COAST—JAMBIE BAY.

Kwala Niur Entrance—Light on Light-Buoy re-established with new characteristics.

No. 410 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1327 of 1922), are republished :—

Former Notice.—No. 1219 of 1922. (This office No. 376 of 1922.)

Position.—At a distance of about 5 miles northward of Tanjong Solok.

Lat. $0^{\circ} 55' S.$, long. $103^{\circ} 49' E.$ (approx.).

Details.—This light-buoy, the light of which was recently extinguished, now exhibits a *fixed red* light.

Charts affected.—No. 1789, Channels between Sumatra, Linga and Singkep.

„ 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II, 1915, page 299.

Authority.—Hague Notice No. 1641 of 1922. (H. 4390-22.)

STRAIT OF MALACCA, MALAY PENINSULA—KLANG STRAIT,, NORTHERN APPROACH.

Selangor—Temporary alteration in light.

No. 411 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1328 of 1922), are republished :—

Position.—On Kwala Selangor hill.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 15' E.$ (approx.).

Alteration.—A report has been received, dated 13th July, 1922, stating that the occulting white light had been temporarily replaced by a *fixed white* light owing to damage to the apparatus.

Charts temporarily affected.—No. 3766, North approach to Klang strait.

„ 794, Pulo Berhala to Cape Rachado.

„ 1355, Malacca strait.

Publication.—List of Lights, Part VI, 1922, No. 752.

Authority.—Captain L. D. Pinckney, Commander of the SS. *Khyber*. (H. 5296-22.)

AUSTRALIA—VICTORIA.

Port Phillip Entrance, West Channel—Caution.

No. 412 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1338 of 1922), are republished :—

Position.—Pope's Eye buoy, lat. $38^{\circ} 17' S.$, long. $144^{\circ} 41' E.$ (*approx.*).

Caution.—Information has been received that extensive changes are taking place in the banks and shoals in the West channel between the Pope's Eye buoy and the pile lighthouse on the north-eastern side of West sand.

Mariners are warned accordingly.

Note.—The words "*See Caution*" are to be inserted against the name "*West Channel*" on the charts and the following Cautionary note inserted in a conspicuous position near the title of the charts :—

CAUTION.

"*Considerable changes are reported to have taken place in West Channel (1922).*"

Charts affected.—No. 309, Port Phillip, West channel.

" 2747, Entrance to Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 109, 110.

Authority.—Australian Hydrographer. (*H. 5456-22.*)

GULF OF OMAN—ARABIAN COAST.

Maskat—Information with regard to Lights and Light-house.

No. 413 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1922), are republished :—

(a) Maskat Cove—Lights extinguished—

Position.—At a distance of about one cable westward of the British Consulate.

Lat. $23^{\circ} 37' N.$, long. $58^{\circ} 36' E.$ (*approx.*).

Details.—The small cluster of lights shown on the chart in the above position is no longer exhibited.

(b) Maskat Island Light-house removed—

Position.—On point situated at a distance of about 3 cables south-eastward of Fisher's Rock.

Lat. $23^{\circ} 38' N.$, long. $58^{\circ} 36' E.$ (*approx.*).

Details.—The Lt. Ho. (disused) in the above position has been removed, and the note should be expunged from the chart accordingly.

Chart affected.—No. 2869, Maskat and Al Matrah.

Publications.—List of Lights, Part VI, 1922, No. 290.

Indian List of Lights, 40th issue, 1921, No. 18.

Persian Gulf Pilot, 6th Edition, 1915, page 43.

Authority.—The Commanding Officer, H. M. S. "*Cyclamen*", Hydrographic Note No. 4, dated 12th September 1922.

AUSTRALIA—WEST COAST.

Point Cloates Light—Intended alteration in power and period.

No. 414 (third publication).—

Subject.—The power of the Flashing White Light on Point Cloates will be increased, and the period of the Light will be altered, on or about 1st December 1922.

Position.—On Cloates Hill.

Lat. $22^{\circ} 41\frac{1}{2}' S.$, long. $113^{\circ} 41\frac{1}{2}' E.$ on Chart No. 1055.

Alteration.—The power of the light will be increased and the period altered to *eight seconds*. The characteristics of the light will be as follows :—

Character.—*Flashing White Light every eight seconds, thus :—*

Flash	Eclipse
$\frac{1}{3}$ sec.	$7\frac{2}{3}$ secs.

Power.—700,000 candles.

Remarks.—The other details of the light will remain unaltered.

Note.—No further notice will be given.

Charts affected.—No. 1055, Bedout Island to Cape Cuvier.

„ 3018, Plan of Point Cloates.

„ 2759a, Australia, northern portion.

„ 748a, The Indian Ocean.

Publications.—List of Lights and Time Signals, Part VI, 1922. No. 2251.

Australia Pilot, Vol. V, 1914, page 310.

Authority.—Melbourne Notice No. 5 of 1922.

AUSTRALIA—EAST COAST.

Cape Byron light—Power increased.

No. 415 (third publication).—

Subject.—The power of the Flashing White Light on Cape Byron has been increased.

Position.—On the summit of Cape Byron.

Lat. $28^{\circ} 37\frac{1}{2}'$ S., long. $153^{\circ} 39\frac{1}{2}'$ E., on Chart No. 1028.

Details.—The power of the Flashing White Light has been increased from 500,000 candles to 1,000,000 candles.

Remarks.—The other details of the light remain unaltered.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2585.

Sailing Directions for the Coast of New South Wales, second edition, 1920, page 112.

Authority.—Melbourne Notice No. 6 of 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 8, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

A. MARR,

Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 27th October 1922.

AUSTRALIA—QUEENSLAND, TORRES STRAIT.

Prince of Wales Channel Approach—Existence of Shoal.

No. 419 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1376 of 1922), are republished :—

Position.—In the north-western approach to Prince of Wales channel, at a distance of about 5½ miles westward of White rocks.

Lat. 10° 28' 00" S., long. 141° 56' 18" E., on chart No. 437.

Details.—A depth of 2½ fathoms (4^m6) exists in the above position, which is close to the western end of the shoal. The shoal is about 2½ cables in length in an easterly and westerly direction with a breadth of about three-quarters of a cable. There is a depth of 3 fathoms (5^m5) near the eastern end.

Charts affected.—No. 437, Albany pass to Booby island.

" 2375, Torres strait, western channels.

" 2354, Cape Grenville to Booby island.

" 447, Western approaches to Torres strait.

Publication.—Australia Pilot, Vol. III, 1916, page 249.

Authority.—H.M. Surveying Vessel *Fantome*. (H. 5656-22.)

CHINA SEA—GULF OF SIAM.

Patani Roads—Shoal reported.

No. 420 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1396 of 1922), are republished :—

Position.—On the north-western extremity of Loftus bank, at a distance of 1.70 miles 049° from Tanjong Patani lighthouse.

Lat. 6° 58' N., long. 101° 19' E. (*approx.*).

Depth.—1½ fathoms (2^m7).

Remarks.—The above shoal is reported by the master of the SS. *Suddhadib*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan of Patani roads.

" 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 122.

Authority.—Pangkok Notice No. 157 of 1922. (H. 5408-22.)

NEW ZEALAND—NORTH ISLAND.

Auckland Harbour—Amendments to Charts with regard to Wharves and Depths.

No. 421 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1398 of 1922), are republished.—

Position.—Commercial harbour, lat. $36^{\circ} 51' S.$, long. $174^{\circ} 46' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 1970 and 1896 show necessary amendments to the charts with regard to wharves and depths at Auckland, also amended depths in the approaches to Calliope dock at Devonport.

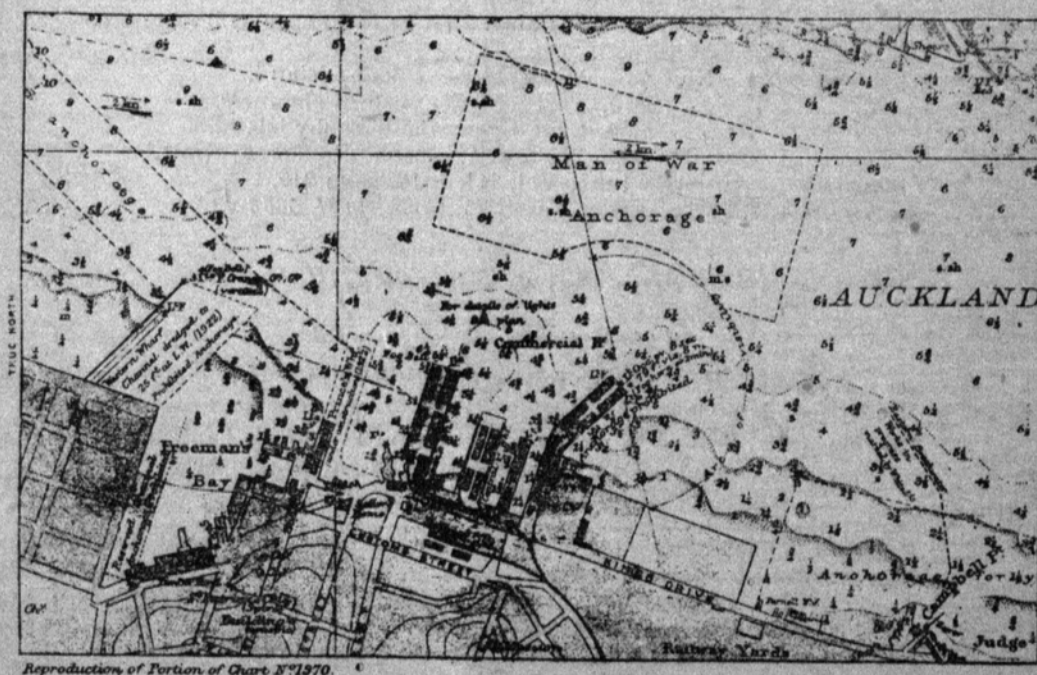
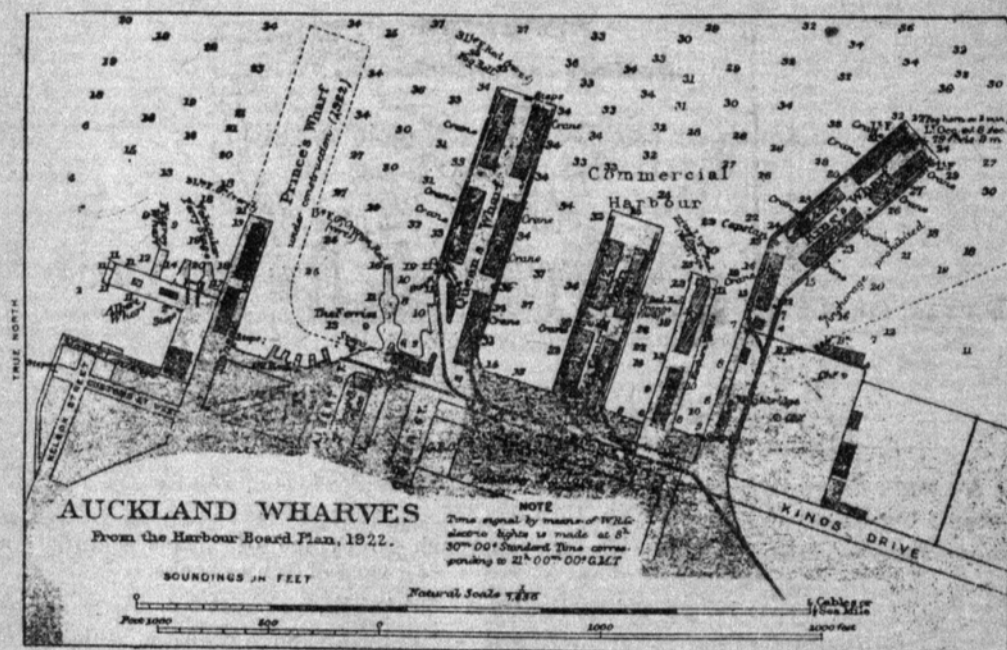
Note.—From the reproductions it will be seen that a *fixed white light* now marks the new Western wharf at Auckland.

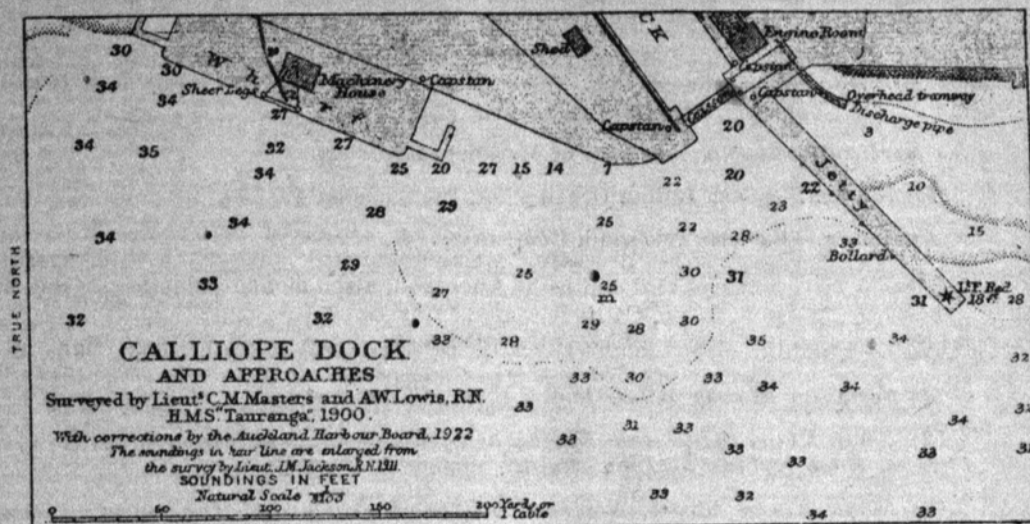
Charts affected.—No. 1970, Auckland harbour and approaches, with plans.
„ 1896, Entrances to Auckland harbour.

Publications.—List of Lights, Part VI, 1922, No. 2890a.

New Zealand Pilot, 1919, pages 190 to 197.

Authority.—Auckland Harbour Board. (H. 876, 1167 & 4511-22).





Reproduction of Portion of Chart N° 1970.



Reproduction of Portion of Chart N° 1896.

SOUTH INDIAN OCEAN—MAURITIUS, NORTH COAST.

Flat Island Light—Temporarily extinguished.

No. 422 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1400 of 1922), are republished:—

Position.—On summit of south-western point of Flat island.

Lat. $19^{\circ} 53' S.$, long. $57^{\circ} 39' E.$ (approx.).

Details.—The flashing white light is temporarily extinguished during alterations.

Remarks.—Further Notice will be given.

Note.—The above light on certain copies of chart No. 711 is shown as a revolving white light.

Charts temporarily affected.—No 711, Mauritius or the Isle of France.
 „ 2899, Chagos archipelago to Madagascar.
 „ 748a, Indian ocean—southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.

South Indian Ocean Pilot, 1911, page 115.

Authority.—The Harbour Master, Port Louis. (H. 5746-22.)

INDIAN OCEAN—RODRIGUEZ ISLAND.

Mathurin Bay—Amended Position of Obstruction.

No. 423 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1417 of 1922), are republished:—

Former Notice.—No. 1122 of 1922 (This Office No. 355 of 1922) hereby cancelled.

Position.—At a distance of about $3\frac{1}{2}$ cables south-westward from position given in former Notice and $5\frac{1}{4}$ cables 356° from the charted position of the Observatory at Point Venus.

Lat. $19^{\circ} 40' S.$, long. $63^{\circ} 26' E.$ (approx.).

Description.—Lost portion of telegraph cable.

Note.—The position of this sunken obstruction is marked by a black and white conical buoy. The buoy is not to be depended upon and is to be marked "*Unreliable*" on the chart.

Chart affected.—No. 715, Plan of Mathurin bay.

Publication.—South Indian Ocean Pilot, 1911, pages 149, 150.

Authority.—Eastern Telegraph Company. (*H. 5724-22.*)

MALACCA STRAIT.

- (1) *Sembilan Islands, White Rock*—*Light Unwatched.*
- (2) *North Klang Strait and Northern Approach*—*Lights discontinued; Light-Buoy replaced by Light-Vessel; Amended Visibility of Light.*
- (3) *North Klang Strait, Northern Approach*—*Buoy and Beacon established; Amended Position of Signal Station.*
- (4) *Port Swettenham, Western Approach*—*Buoys established to mark new Dredged Channel; Light-Beacon replaced by Buoy.*
- (5) *Port Swettenham*—*Obstruction marked by Buoy; Information regarding Mooring-Buoys.*

No. 424 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1432 of 1922), are republished :—

(1) **Sembilan Islands, White rock.**

Position.—White rock, lat. $4^{\circ} 01' N.$, long. $100^{\circ} 30' E.$ (*approx.*).

Details.—The group flashing white light is unwatched and "(U)" is, therefore, to be added to the abridged description on the charts.

(2) **North Klang strait and Northern approach.**

(i) **Lights discontinued :**

(a) *Position.*—On beacon close northward of Tanjong Bakau.

Lat. $3^{\circ} 04' N.$, long. $101^{\circ} 20' E.$ (*approx.*).

(b) *Position.*—On beacon situated at a distance of about 3·4 cables north-westward from Labuan Garap beacon.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Details.—The flashing white lights in each of the above positions have been discontinued. The lights and the beacons from which they were exhibited are to be expunged from the charts.

(ii) **Light-buoy replaced by light-vessel :**

Position.—At a distance of about 15·5 miles north-westward from Pulo Angsa lighthouse.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 01' E.$ (*approx.*).

Characteristics of light-vessel :

(a) **Light :**

Abridged description.—Lt. Fl. ev. 15 sec., 35 ft., vis. 5 m.

Characteristics :

Character.—*Flashing white every fifteen seconds.*

Elevation.—35 feet (10^m7).

Visibility.—5 miles.

Note.—The light is unwatched.

(b) **Vessel :**

Description.—Black hull with the name "*ANGSA BANK*" painted on sides.

Remarks.—The light-buoy with flashing white light, formerly situated in the above position, has been withdrawn.

(iii) **Amended visibility of light :**

Position.—On Tanjong Sau.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 20' E.$ (*approx.*)

(3) North Klang strait, Northern approach.**(i) Buoy :**

Position.—At a distance of 2·67 miles 121° from Palo Angsa light house.

Lat. $3^{\circ} 10' N.$, long. $101^{\circ} 15' E.$ (*approx.*).

Description.—A buoy, painted black, with spherical topmark.

(ii) Beacon :

Position.—At a distance of 0' 50 of a mile 137° from the site of Tanjong Bakan light-beacon.

Lat. $3^{\circ} 04' N.$, long. $101^{\circ} 20' E.$ (*approx.*).

Description.—A beacon with circular topmark.—The northern side of this beacon is painted white and the southern side black.

(iii) Signal station :

Position.—At Sungi Sematan, at a distance of one cable 173° from charted position.

Lat. $3^{\circ} 05' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

(4) Port Swettenham, Western approach.**(i) New dredged channel :**

Position.—Through the $2\frac{1}{2}$ fathom (4^m6) bank situated at a distance of about 4 cables north-westward from Labuan Garap.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Depth.—The above channel, which is known as the "*Helenus Channel*", is dredged to a depth of 24 feet, and extends across the bank in a 072° and 252° direction.

Remarks.—Leading beacons for this channel have been established on the foreshore at a distance of about 1·7 cables north-westward of Tanjong Gila. The beacon shown on the chart about 2 cables north-westward of Tanjong Gila is to be moved a distance of 330 feet (100^m6) southward from its charted position, and the note "(P.A.)" is to be inserted against it on the charts.

(ii) Buoys established :

(a) *Position.*—At a distance of 3,450 feet ($1,051^m6$) 111° from Tanjong Sau flagstaff.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Description.—A buoy, painted red, with spherical topmark.

(b) *Position.*—At a distance of 5,660 feet ($1,725^m2$) $094\frac{1}{2}^{\circ}$ from Tanjong Sau flagstaff.

Description.—A buoy, painted red, with spherical topmark.

(c) *Position.*—At a distance of 5,580 feet ($1,700^m1$) 092° from Tanjong Sau flagstaff.

Description.—A buoy, painted white, with spherical topmark.

Remarks.—When entering Port Swettenham through the new dredged channel the red buoys (a) and (b) should be passed on the starboard hand and the white buoy (c) on the port hand.

Note.—The note "*Dredged channel 24 ft. (1922). Beacons in line 072°* " is to be inserted in a south-westerly and north-easterly direction between buoys (a) and (b) on chart No. 2153.

(iii) Light-beacon replaced by buoy :

Position.—At a distance of about 3·4 cables north-westward from Labuan Garap beacon.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Details.—The beacon from which the flashing white light was formerly exhibited has been replaced by an unlighted buoy with spherical topmark painted in black and white chequers.

(5) Port Swettenham.**(i) Obstruction :**

Position.—In the position of No. 1 mooring-buoy at a distance of about 1·6 cables westward from outer end of South pier.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 23' E.$ (*approx.*).

Description.—A sunken obstruction.

(ii) Buoy:

Position.—Marking the above obstruction and replacing No. 1 mooring-buoy which has been withdrawn.

Description.—A green buoy.

Remarks.—The note "*Obstruction (1922)*" is to be inserted against this position on the chart.

(iii) Mooring-buoys renumbered:

Position.—Westward of North pier.

Details.—Nos. 2 and 3 mooring-buoys have been renumbered 1 and 2 respectively.

(iv) Mooring-buoy established:

Position.—At a distance of 3,515 feet (1,071^m4) 257° from the fixed red light on outer end of Passenger pier.

Description.—Mooring buoy No. 3.

Remarks.—The anchorage symbol shown in this position is to be erased from the chart.

Charts affected.—No. 1009, Approaches to Perak river.

„ 2153, Port Swettenham.

„ 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait.

„ 794, Pulo Berhala to Cape Rachado.

„ 1355, Malacca strait.

Publications.—List of Lights, Part VI, 1922, Nos. 750a, 752a, 754, 755, 756.

China Sea Pilot, Vol. I, 1916, pages 210, 211, 212, 216.

Authority.—Harbour Master, Port Swettenham. (H. 5128-22.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Hillsborough Channel—Amendments to Chart with regard to decreased Depths.

No. 425 (first publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1436 of 1922), are republished:—

Position.—Brampton island summit, lat. 20° 48' S., long. 149° 18' E. (approx.).

Details.—The accompanying reproduction of a portion of chart No. 347 shows the necessary amendments to the chart with regard to decreased depths south-westward of Brampton island.

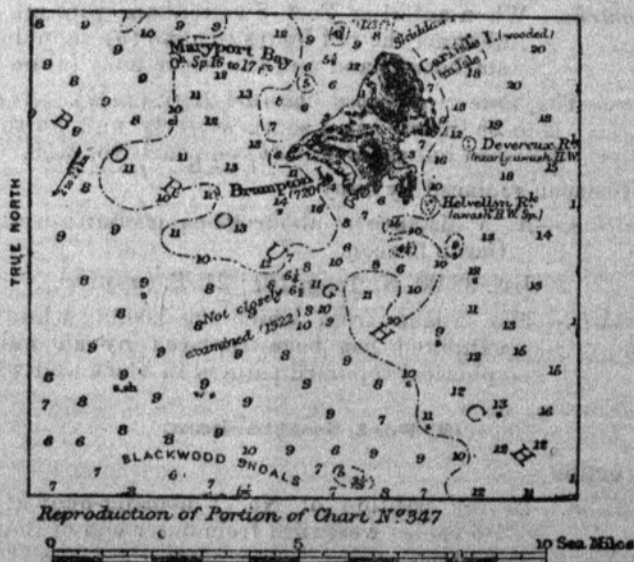
Note.—A further examination will be made at the first opportunity.

Charts affected.—No. 347, Percy isles to Whitsunday island.

„ 2763, Coral sea and Great Barrier reefs—sheet 1.

Publication.—Australia Pilot, Vol. IV, 1917, page 123.

Authority.—H.M. Surveying Vessel *Fantome*. (H. 5382-22.)



BORNEO—SARAWAK RIVER, MORATABAS ENTRANCE.

Po Point—Rocks reported north-eastward of.

No. 426 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1437 of 1922), are republished :—

Position.—Po point lighthouse, lat. $1^{\circ} 43' N.$, long. $110^{\circ} 31' E.$ (*approx.*).

Rocks :

(a) *Position.*—At a distance of 2.00 miles 023° from Po point lighthouse.

(b) *Position.*—At a distance of 2.70 miles 022° from Po point lighthouse.

Details.—The symbol for a rock awash is to be inserted on the charts in each of the above positions together with the note "*Rep^d. (1922).*"

Charts affected.—No. 1822, Sarawak river.

„ 1746, Api point to Sarawak river.

„ 2106, Sarawak river to Cape Sirik.

„ 2660a, China sea, southern portion—Western sheet. (b).

Publication.—China Sea Pilot, Vol. IV, 1912, pages 73, 74.

Authority.—Commander-in-Chief, China Station. (H. 5238-22.)

NEW ZEALAND, NORTH ISLAND—BAY OF ISLANDS.

Port Russell—Existence of Shoals.

No. 427 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1451 of 1922), are republished :—

Position.—Kororarika bay pier light, lat. $35^{\circ} 16' S.$, long. $174^{\circ} 09' E.$ (*approx.*).

Shoals :

Positions.

Distance and bearing from
above pier light.

Depths.

(a)	14.75 cables	313°	2½ fathoms (5m0).
(b)	6.40 „	315°	A quarter of a fathom (0m5).
(c)	5.50 „	310°	2½ fathoms (5m0).
(d)	12.50 „	265°	2½ „ (5m0).
(e)	6.70 „	220°	2½ „ (4m1).

Remarks.—The 3 fathom (5m5) contour line southward of shoal (e) is to be extended on the charts to include this shoal.

Chart affected.—No. 1090, Bay of Islands.

Publication.—New Zealand Pilot, 1919, pages 149, 150.

Authority.—H.M.S. *Veronica*. (H. 5550-22.)

EASTERN ARCHIPELAGO—LOMBOK.

Ampenan Bay—Existence of Shoal.

No. 428 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1452 of 1922), are republished :—

Position.—At a distance of about 4.5 miles south-westward from Ampenan lighthouse.

Lat. $8^{\circ} 38' 30'' S.$, long. $116^{\circ} 02' 51'' E.$, on chart No. 1654.

Depth.—3 fathoms (5m5).

Chart affected.—No. 1654, Island of Java—eastern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 217, 218.

Authority.—Hague Notice No. 1740 of 1922. (H. 5708-22.)

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Little Redang Island—Rock reported westward of.

No. 429 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1453 of 1922), are republished :—

Position.—At a distance of about 5·5 miles westward from the summit of Little Redang island (Pulo Bedung).

Lat. $5^{\circ} 38' 00''$ N., long. $102^{\circ} 59' 00''$ E., on chart No. 998.

Details.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts in the above position, together with the note "*Rep^d. (1922).*"

Remarks.—The above rock is reported by the master of the Norwegian S. S. *Hafthor*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads.

„ 1355, Malacca strait.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 118.

Authority.—Master Attendant, Singapore. (*H. 5834-22.*)

JAPAN—INLAND SEA, GULF OF OSAKA.

Osaka Road—Non-existence of Wrecks.

No. 430 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1454 of 1922), are republished :—

Former Notices.—Nos. 116 and 1180 of 1922. (*This Office Nos. 97 and 370 of 1922.*)

(a) *Position.*—At a distance of 3·73 miles 255° from the light on the end of the southern breakwater at the entrance to Osaka harbour.

Lat $34^{\circ} 37'$ N., long. $135^{\circ} 19'$ E. (*approx.*).

Description.—Wreck of a sailing vessel sunk in the year 1921.

(b) *Position.*—At a distance of approximately 5 miles 262° from the light on the end of the southern breakwater at the entrance to Osaka harbour.

Lat. $34^{\circ} 38'$ N., long. $135^{\circ} 18'$ E. (*approx.*).

Description.—Wreck of a sailing vessel sunk in the year 1922.

Remarks.—The above wrecks (a) and (b) have disappeared and are to be expunged from the charts accordingly.

Charts affected.—No. 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 360 of 1922. (*H. 5697-22.*)

SUMATRA, WEST COAST—MENTAWI ISLANDS, NORTH PAGAI.

Simanganja Road—Existence of Reef.

No. 431 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1463 of 1922), are republished :—

Position.—At a distance of 0·46 of a mile 046° from the entrance to the small river at Simanganja.

Lat. $2^{\circ} 36'$ S., long. $100^{\circ} 08'$ E. (*approx.*).

Depth.— $1\frac{1}{2}$ fathoms ($2^m 7$).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan of Simanganja road.

Publication.—China Sea Pilot, Vol. I, 1916, page 462.

Authority.—Hague Notice No. 1791 of 1922. (*H. 5844-22.*)

The 24th October 1922.

INDIA—BAY OF BENGAL—HUGLI RIVER.

Kaukhali (Cowcolly)—Light discontinued.

No. 418-I (second publication).—

Subject.—From the midnight of the 31st December 1922, the exhibition of the light from Kaukhali (Cowcolly) lighthouse will be permanently discontinued.

Position.—Lat. $21^{\circ} 50' 10''$ N., Long. $87^{\circ} 56' 44''$ E.

Charts affected.—No. 136, River Hugli—Sagar point to Calcutta.

„ 814, The Sandheads—False point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 618.

Bay of Bengal Pilot, 1921, page 287.

Authority.—Deputy Conservator, Port of Calcutta letter No. 7198, dated 21st October 1922.

The 14th October 1922.

PERSIAN GULF—SHATT-AL-ARAB.

Correction to Notice to Mariners No. 382 of 1922 re : depths on Outer Bar.

No. 416 (third publication).—Paragraph (b), line 2, after 3.45 miles add “from Tidal Semaphore.”

Authority.—The Director, Royal Indian Marine, Bombay.

CHINA—YANGTZE RIVER-ROUTE: VINE POINT TO COOPER BANK CROSSING.

Vine Point and Channel light-beacons moved.

No. 417 (third publication).—The Coast Inspector, Shanghai, has given Notice No. 759 of 1922 that the following light-beacons of the Yangtze River, between Vine Point and Cooper Bank Crossing, have been moved owing to the erosion of the river's banks :—

Vine Point light-beacon has been moved, and from the new position of the beacon Langshan Pagoda bears N. $63^{\circ} 50'$ E., distant 1.3 miles.

Channel light-beacon has been moved, and from the new position of the beacon Kiushan Quoin beacon bears S. $36\frac{1}{2}^{\circ}$ W., distant 0.96 mile.

All bearings given are magnetic.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 15, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 3rd November 1922.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Middle Bank Light (U)—Distinguishing day mark to be fixed to structure.

No. 432 (first publication).—

Subject.—A distinguishing day mark, as described hereunder, will be fixed to the structure on Middle Bank, on or about 15th December 1922.

Position.—Lat. $33^{\circ} 38' S.$, long. $137^{\circ} 32\frac{1}{2}' E.$, on Chart No. 2389.

Details.—The distinguishing day mark will consist of a ball four feet six inches in diameter, painted white, suspended from an outrigger on the east side of the tower and a similar ball suspended from an outrigger on the west side. The balls will be twenty-two feet apart.

Remarks.—The other details of the light will remain unaltered.

Note.—No further notice will be given.

Chart affected.—No. 2389, St. Vincent and Spencer Gulfs.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2333.
Australia Pilot, Vol. I, 1918, page 220.

Authority.—Melbourne Notice No. 7 of 1922.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Shoalwater Point Light (U)—Color of structure altered.

No. 433 (first publication).—

Subject.—The color of the structure on Shoalwater Point has been altered from Red to White.

Position.—Lat. $33^{\circ} 42\frac{1}{2}' S.$, long. $137^{\circ} 14\frac{1}{2}' E.$, on Chart No. 2389.

Alteration.—The color of the steel frame tower carrying the lantern has been altered from Red to White. The tower and lantern are now painted white.

Remarks.—The other details of the light remain unaltered.
Chart affected.—No. 2389, St. Vincent and Spencer Gulfs.
Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2332.
 Australia Pilot, Vol. I, 1918, page 187.
Authority.—Melbourne Notice No. 8 of 1922.

AUSTRALIA—SOUTH COAST—BASS STRAIT.

Cliffy Island Light—Intended alteration in Power and Phase.

No. 434 (first publication).—

Subject.—The power of the light on Cliffy Island will be increased and the phase of the light will be altered, on or about 20th January 1923.

Position.—Lat. $38^{\circ} 57\frac{1}{2}'$ S., long. $146^{\circ} 42\frac{1}{2}'$ E., on Chart No. 1703.

Details.—The power of the light will be increased, the period reduced from twelve seconds to eight seconds, and the duration of the flash reduced from two seconds to one second. The characteristics of the light will be as follows :—

Character.—*Flashing White Light every eight seconds, thus :—*

Flash	Eclipse
1 sec.	7 secs.

Power.—87,500 candles.

Remarks.—The other details of the light will remain unaltered.

Note.—No further notice will be given.

Charts affected.—No. 1703, Wilson Promontory.

„ 3169, Port Phillip to Gabo Island.

1695a, Bass Strait.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2496.

Australia Pilot, Vol. II, 1918, page 182.

Authority.—Melbourne Notice No. 9 of 1922.

PERSIAN GULF—EASTERN SHORE.

Ganaveh—Provisional light established.

No. 435 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1922), are republished :—

Position.—On a masthead, at the entrance of the Creek.

Lat. $29^{\circ} 34'$ N. }
 Long. $50^{\circ} 31'$ E. } (approx.).

Details.—A provisional light about 30 feet high above sea level has been established by the Anglo-Persian Oil Company, Mohammerah, approximately in the above position.

Visibility.—5 miles.

Note.—A water-windmill 30-40 feet above ground level, recently erected by the above Company, about 730 yards off the mouth of the Khor Khalil, makes a conspicuous landmark by day on this part of the coast.

Chart temporarily affected.—No. 2837b, Persian Gulf, western sheet.

Publication.—Persian Gulf Pilot, 1915, page 273.

Authority.—Director of the Royal Indian Marine, Bombay.

INDIA, WEST COAST.

Cochin harbour—Wreck of a cargo lighter.

No. 436 (first publication).—The Presidency Port Officer, Madras, has given notice (No. 84 of 1922) that a cargo lighter lies sunk in the anchorage in 27 feet of water with—

The Cochin lighthouse bearing S. $88\frac{1}{2}^{\circ}$ E. (True),
 Mallipuram Flagstaff N. 31° E. (True),

and constitutes a danger to vessels approaching the anchorage.
 Mariners are warned accordingly.

EASTERN ARCHIPELAGO—FLORES SEA, TANA JAMPEA.

Labuan Maréjé—Existence of a rock.

No. 437 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1922), are republished :—

Position.—At a distance of about three-quarters of a mile north-eastward of Ujong Kambangragi.

Lat. $7^{\circ} 08' 20''$ S., long. $120^{\circ} 41' 20''$ E.

Depth.—3 fathoms (5^m5), coral.

Remarks.—The anchorage symbol close to this position on the charts is to be expunged.

Charts affected.—No. 935, Plan of Tana Jampea.

„ 1696, Lombok to Flores.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 318.

Authority.—Hague Notice No. 1601 of 1922. (H. 5212-22.)

CHINA, SOUTH-EAST COAST—HONGKONG.

(1) *Green Island—Alteration in character and light.*(2) *Wag Lan Islet—Alteration in fog-signal.*

No. 438 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1347 of 1922), are republished :—

(1) *Green Island—*

Position.—Lat. $22^{\circ} 17' N.$, long. $114^{\circ} 07' E.$ (approx.).

New abridged description.—Lt. Fl. Red & Wh. ev. 8 sec. 110 ft. vis 16 m.

Alteration.—The character of the light has been altered from occulting with red and white sectors to flashing, with red and white sectors, every eight seconds, thus—

Flash,	eclipse,
2 secs.	6 secs.

(2) *Wag Lan Islet—*

Position.—Lat. $22^{\circ} 11' N.$, long. $114^{\circ} 18' E.$ (approx.).

Alteration.—The explosive fog-signal has been replaced by a diaphone sounding one blast of two seconds duration every two minutes.

Remarks.—Should the diaphone become disabled a gun will be fired twice every ten minutes.

Charts affected.—No. 1466, Hongkong.

„ 3280, Hongkong waters, west. (1).

„ 3429, East Lamma channel. (1).

„ 3605, Hongkong to Mirs bay. (2).

„ 1180, Approaches to Hongkong.

„ 3026, Macas to Pedro Blanco, including Hongkong.

„ 1962, Hongkong to the Brothers.

„ 2661a, China sea, northern portion—western sheet.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung. (2).

Publications.—List of Lights, Part VI, 1922, Nos. 1514, 1525.

China Sea Pilot, Vol. III, 1912, pages 493, 496.

Authority.—Commander-in-Chief, China Station. (H. 5206-22.)

WESTERN AUSTRALIA.

Koombanah Harbour Entrance—Amendments to chart.

No. 439 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1353 of 1922), are republished :—

Position.—Koombanah harbour entrance, lat. $33^{\circ} 18' S.$, long. $115^{\circ} 38' E.$ (approx.).

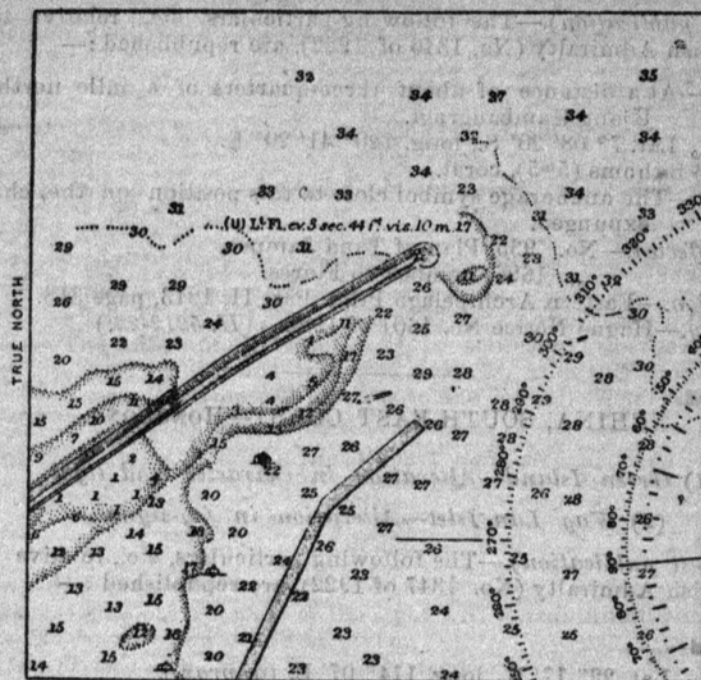
Details.—Amendments to the undermentioned plan on chart No. 1472 with regard to the moles, depths and mooring buoys at the entrance to Koombanah harbour, embodying the latest information received, are shown on the accompanying reproduction of a portion of that plan.

Remarks.—From the reproduction it will be observed that a shoal has formed at the outer end of the western mole.

Chart affected.—No. 1472, Plan of Koombanah bay.

Publication.—Australia Pilot, Vol. V, 1914, pages 392, 393; Supplement No. 5, 1921.

Authority.—Public Works Department, Perth. (H. 4957/22.)



Reproduction of Portion of Chart N° 1472.

MALACCA STRAIT, MALAY PENINSULA—PENANG HARBOUR.

Prye (Prai) River—Amendments to charts.

No. 440 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1354 of 1922), are republished:—

Position.—Prye river entrance, lat. $5^{\circ}23'N.$, long. $100^{\circ}22'E.$ (approx.).

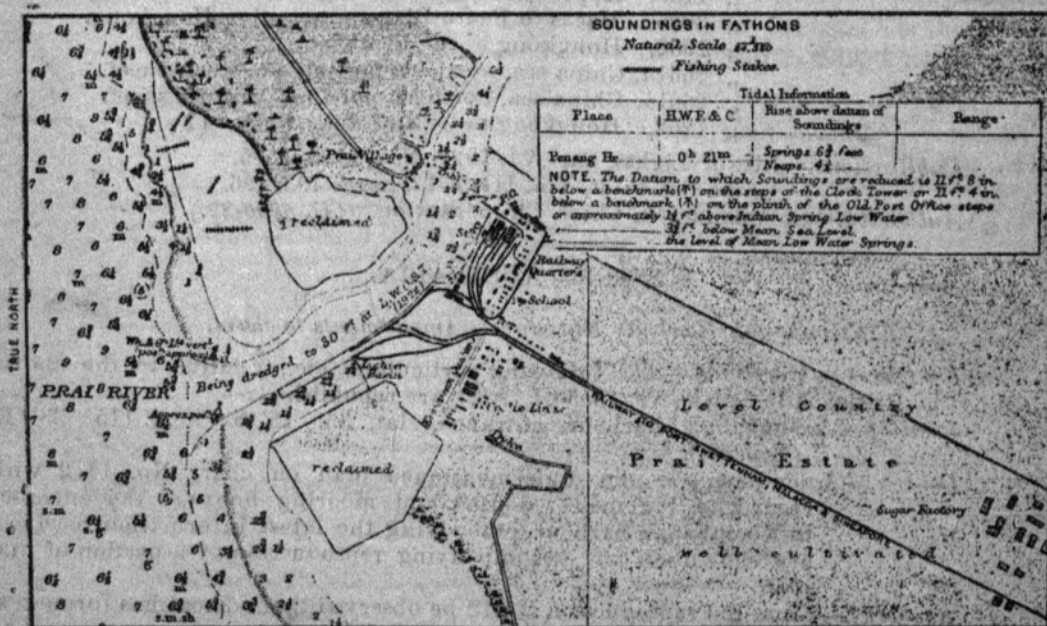
Details.—General amendments to the charts in regard to Prye river entrance, embodying the latest information received, are shown on the accompanying reproductions of portions of charts Nos. 3732 and 1366.

Charts affected.—No. 3732, Penang harbour.

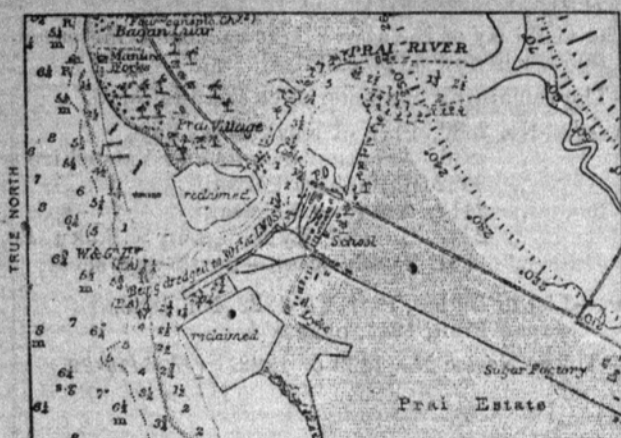
„ 1366, Penang harbour and approaches.

Publication.—China Sea Pilot, Vol. I, 1916, pages 186, 187.

Authority.—Messrs. Coode, Fitzmaurice, Wilson and Mitchell, Civil Engineers, Singapore. (H. 3191-22.)



Reproduction of Portion of Chart N° 3732.



Reproduction of Portion of Chart No. 1366.

SUMATRA—SUNDA STRAIT.

Semangka (Keizer) Bay—Existence of rock.

No. 441 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1358 of 1922), are republished :—

Position.—Off the eastern shore of the bay, at a distance of about $1\frac{1}{2}$ miles south-eastward of Badak point.

Lat. $5^{\circ} 37' 50''$ S., long. $104^{\circ} 48' 30''$ E., on chart No. 2056.

Description.—A rock with a depth of less than 6 feet (1^m8).

Charts affected.—No. 2056, Sunda strait and approaches.

„ 2761, Chingkuk bay to Strait of Sunda.

„ 941a, Eastern archipelago—sheet I.

Publication.—China Sea Pilot, Vol. II, 1915, page 50.

Authority.—Netherlands Government Charts. (H. 5436-22.)

CHINA SEA—TONG KING GULF.

Hainan Strait Inner Passage—Existence of rock and wreck.

No. 442 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1922), are republished :—

(a) Rock :

Position.—At a distance of 5.2 cables, 310° from Hainan bluff summit.

Lat. $20^{\circ} 10' N.$, long. $110^{\circ} 40' E.$ (approx.).

Depth.— $1\frac{1}{2}$ fathoms (2^m7), rock.

(b) Wreck :

Details.—The SS. *Manji Maru* struck on the above rock on which the forepart of the vessel remains; the after part sank in the vicinity of the western side of the rock.

Charts affected.—No. 876, Hainan strait, with plan.

„ 2062, Tong king gulf.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. III, 1912, pages 343, 352.

Authority.—Tokyo Notice No. 329 of 1922. (H. 5300-22.)

JAPAN—KYUSHU, WEST COAST.

Kuchinotsu Light—Alteration in visibility.

No. 443 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1365 of 1922), are republished :—

Position.—On the western side of the entrance to Kuchinotsu bay.

Lat. $32^{\circ} 36' N.$, long. $130^{\circ} 12' E.$ (approx.).

New abridged description.—Lt. F. 126 ft., vis. 17 m.

Details.—The visibility of the above light has been increased to 17 miles. The power is now 5,000 candles.

Remarks.—The remaining characteristics are unaltered.

Charts affected.—No. 2880, Plan of Kuchinotsu bay.

„ 836, Amakusa islands and Yatsushiro sea.

„ 3692, Shimabara kaiwan.

„ 2412, Amoy to Nagasaki.

„ 2347, Honshū, Kyushu, and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1922, No. 1883.

Japan Pilot, 1914, page 454.

Authority.—Tokyo Notice No. 1269 of 1922. (H. 5470-22.)

CHINA—YANGTZE RIVER.

Confucius Channel—Actæon buoy moved.

No. 444 (first publication).—The Coast Inspector, Shanghai, has given Notice (No. 760 of 1922) that the Actæon Buoy, moored off the southern edge of the Actæon Shoal, Confucius Channel, Yangtze River, has been moved owing to a slight extension of the shoal.

From the new position of the buoy, Green Point Beacon bears S. $75\frac{1}{2}^{\circ}$ W., magnetic, distant 1.29 miles.

The 27th October 1922.

AUSTRALIA—QUEENSLAND, TORRES STRAIT.

Prince of Wales Channel Approach—Existence of Shoal.

No. 419 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1376 of 1922), are republished :—

Position.—In the north-western approach to Prince of Wales channel, at a distance of about $5\frac{1}{2}$ miles westward of White rocks.

Lat. $10^{\circ} 28' 00''$ S., long. $141^{\circ} 56' 18''$ E., on chart No. 437.

Details.—A depth of $2\frac{1}{2}$ fathoms (4^m6) exists in the above position, which is close to the western end of the shoal. The shoal is about $2\frac{1}{2}$ cables in length in an easterly and westerly direction with a breadth of about three-quarters of a cable. There is a depth of 3 fathoms (5^m5) near the eastern end.

Charts affected.—No. 437, Albany pass to Booby island.

„ 2375, Torres strait, western channels.

„ 2354, Cape Grenville to Booby island.

„ 447, Western approaches to Torres strait.

Publication.—Australia Pilot, Vol. III, 1916, page 249.

Authority.—H.M. Surveying Vessel *Fantome*. (H. 5656-22.)

CHINA SEA—GULF OF SIAM.

Patani Roads—Shoal reported.

No. 420 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1396 of 1922), are republished :—

Position.—On the north-western extremity of Loftus bank, at a distance of 1.70 miles 049° from Tanjong Patani lighthouse.

Lat. $6^{\circ} 58' N.$, long. $101^{\circ} 19' E.$ (approx.).

Depth.— $1\frac{1}{2}$ fathoms (2^m7).

Remarks.—The above shoal is reported by the master of the SS. *Suddhadib*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan of Patani roads.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 122.

Authority.—Bangkok Notice No. 137 of 1922. (H. 5408-22.)

NEW ZEALAND—NORTH ISLAND.

Auckland Harbour—Amendments to Charts with regard to Wharves and Depths.

No. 421 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1398 of 1922), are republished.—

Position.—Commercial harbour, lat. $36^{\circ} 51' S.$, long. $174^{\circ} 46' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 1970 and 1896 show necessary amendments to the charts with regard to wharves and depths at Auckland, also amended depths in the approaches to Calliope dock at Devonport.

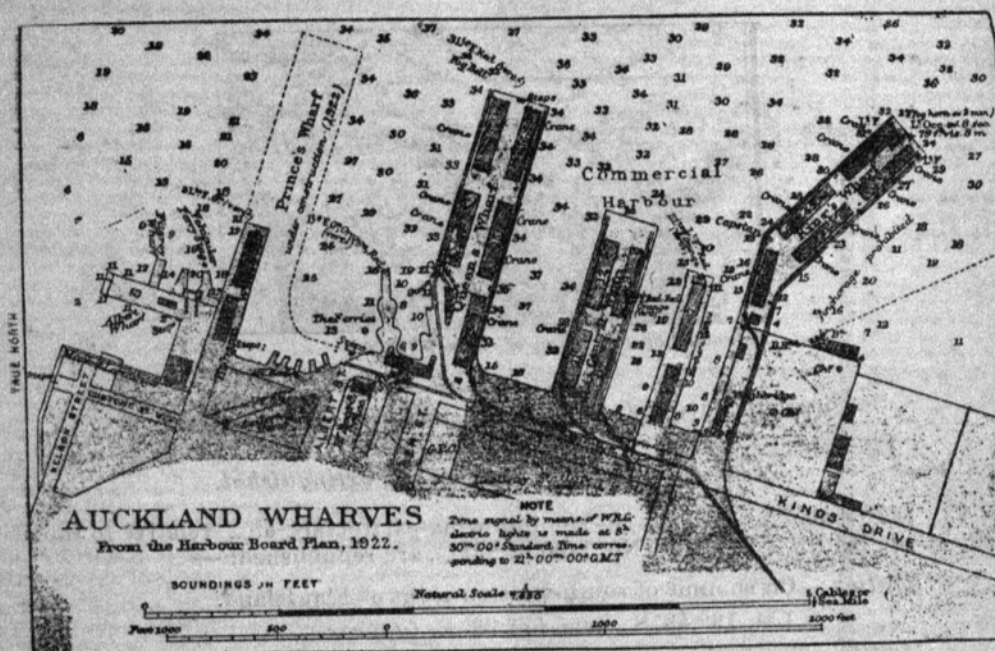
Note.—From the reproductions it will be seen that a *fixed white* light now marks the new Western wharf at Auckland.

Charts affected.—No. 1970, Auckland harbour and approaches, with plans.
 „ 1896, Entrances to Auckland harbour.

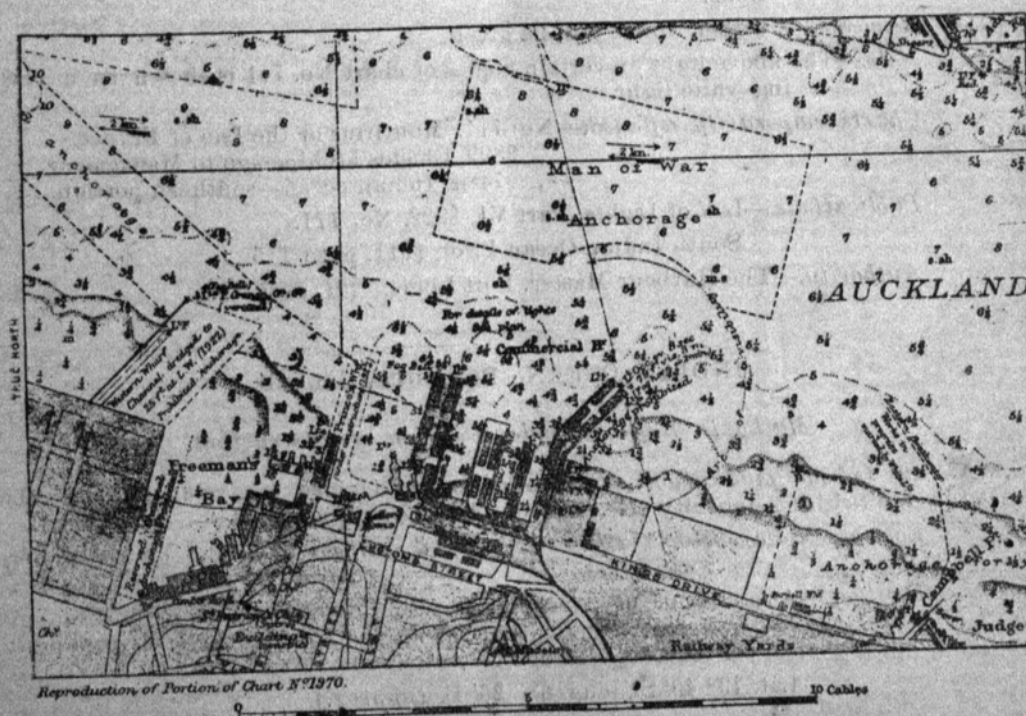
Publications.—List of Lights, Part VI, 1922, No. 2890a.

New Zealand Pilot, 1919, pages 190 to 197.

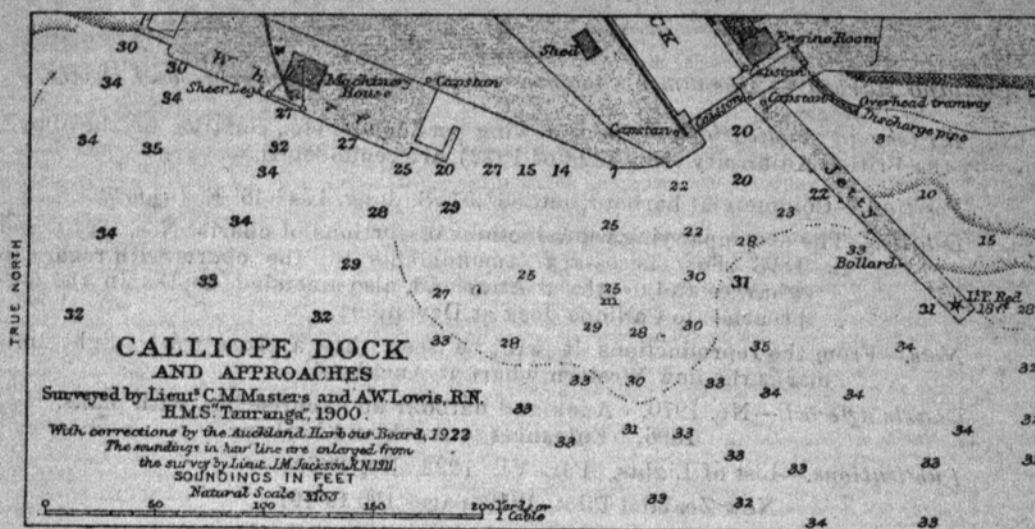
Authority.—Auckland Harbour Board. (H. 876, 1167 & 4511-22).



Reproduction of Portion of Chart N°1970.



Reproduction of Portion of Chart N°1970.



Reproduction of Portion of Chart N° 1970.



Reproduction of Portion of Chart N° 1896.

SOUTH INDIAN OCEAN—MAURITIUS, NORTH COAST.

Flat Island Light—Temporarily extinguished.

No. 422 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1400 of 1922), are republished:—

Position.—On summit of south-western point of Flat island.

Lat. $19^{\circ} 53' S.$, long. $57^{\circ} 39' E.$ (*approx.*).

Details.—The flashing white light is temporarily extinguished during alterations.

Remarks.—Further Notice will be given.

Note.—The above light on certain copies of chart No. 711 is shown as a revolving white light.

Charts temporarily affected.—No 711, Mauritius or the Isle of France.
 „ 2899, Chagos archipelago to Madagascar.
 „ 748a, Indian ocean—southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.

South Indian Ocean Pilot, 1911, page 115.

Authority.—The Harbour Master, Port Louis. (*H. 5746-22.*)

INDIAN OCEAN—RODRIGUEZ ISLAND.

Mathurin Bay—Amended Position of Obstruction.

No. 423 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1417 of 1922), are republished:—

Former Notice.—No. 1122 of 1922 (*This Office No. 355 of 1922*) hereby cancelled.

Position.—At a distance of about $3\frac{1}{2}$ cables south-westward from position given in former Notice and $5\cdot4$ cables 356° from the charted position of the Observatory at Point Venus.

Lat. $19^{\circ} 40' S.$, long. $63^{\circ} 26' E.$ (*approx.*).

Description.—Lost portion of telegraph cable.

Note.—The position of this sunken obstruction is marked by a black and white conical buoy. The buoy is not to be depended upon and is to be marked "*Unreliable*" on the chart.

Chart affected.—No. 715, Plan of Mathurin bay.

Publication.—South Indian Ocean Pilot, 1911, pages 149, 150.

Authority.—Eastern Telegraph Company. (*H. 5724-22.*)

MALACCA STRAIT.

- (1) *Sembilan Islands, White Rock*—*Light Unwatched.*
- (2) *North Klang Strait and Northern Approach*—*Lights discontinued ; Light-Buoy replaced by Light-Vessel ; Amended Visibility of Light.*
- (3) *North Klang Strait, Northern Approach*—*Buoy and Beacon established ; Amended Position of Signal Station.*
- (4) *Port Swettenham, Western Approach*—*Buoys established to mark new Dredged Channel ; Light-Beacon replaced by Buoy.*
- (5) *Port Swettenham*—*Obstruction marked by Buoy ; Information regarding Mooring-Buoys.*

No. 424 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1432 of 1922), are republished :—

(1) *Sembilan Islands, White rock.*

Position.—White rock, lat. $4^{\circ} 01' N.$, long. $100^{\circ} 30' E.$ (*approx.*).

Details.—The group flashing white light is unwatched and "(U)" is, therefore, to be added to the abridged description on the charts.

(2) *North Klang strait and Northern approach.*

(i) *Lights discontinued :*

(a) *Position.*—On beacon close northward of Tanjong Bakau.

Lat. $3^{\circ} 04' N.$, long. $101^{\circ} 20' E.$ (*approx.*).

(b) *Position.*—On beacon situated at a distance of about 3·4 cables north-westward from Labuan Garap beacon.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Details.—The flashing white lights in each of the above positions have been discontinued. The lights and the beacons from which they were exhibited are to be expunged from the charts.

(ii) *Light-buoy replaced by light-vessel :*

Position.—At a distance of about 15·5 miles north-westward from Pulo Angsa lighthouse.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 01' E.$ (*approx.*).

Characteristics of light-vessel :

(a) *Light :*

Abridged description.—Lt. Fl. ev. 15 sec., 35 ft., vis. 5 m.

Characteristics :

Character.—*Flashing white every fifteen seconds.*

Elevation.—35 feet (10F7).

Visibility.—5 miles.

Note.—The light is unwatched.

(b) *Vessel :*

Description.—Black hull with the name "*ANGSA BANK*" painted on sides.

Remarks.—The light-buoy with flashing white light, formerly situated in the above position, has been withdrawn.

(iii) *Amended visibility of light :*

Position.—On Tanjong Sau.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 20' E.$ (*approx.*).

Details.—The visibility of the above light is now 10 miles.

(3) North Klang strait, Northern approach.**(i) Buoy :**

Position.—At a distance of 2·67 miles 121° from Pulo Angsa light house.

Lat. $3^{\circ} 10' N.$, long. $101^{\circ} 15' E.$ (*approx.*).

Description.—A buoy, painted black, with spherical topmark.

(ii) Beacon :

Position.—At a distance of 0' 50 of a mile 137° from the site of Tanjong Bakan light-beacon.

Lat. $3^{\circ} 04' N.$, long. $101^{\circ} 20' E.$ (*approx.*).

Description.—A beacon with circular topmark.—The northern side of this beacon is painted white and the southern side black.

(iii) Signal station :

Position.—At Sungi Sematan, at a distance of one cable 173° from charted position.

Lat. $3^{\circ} 05' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

(4) Port Swettenham, Western approach.**(i) New dredged channel :**

Position.—Through the $2\frac{1}{2}$ fathom (4^m6) bank situated at a distance of about 4 cables north-westward from Labuan Garap.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Depth.—The above channel, which is known as the "*Helenus Channel*", is dredged to a depth of 24 feet, and extends across the bank in a 072° and 252° direction.

Remarks.—Leading beacons for this channel have been established on the foreshore at a distance of about 1·7 cables north-westward of Tanjong Gila. The beacon shown on the chart about 2 cables north-westward of Tanjong Gila is to be moved a distance of 330 feet (100^m6) southward from its charted position, and the note "(P.A.)" is to be inserted against it on the charts.

(ii) Buoys established :

(a) *Position.*—At a distance of 3,450 feet ($1,051^m6$) 111° from Tanjong Sau flagstaff.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Description.—A buoy, painted red, with spherical topmark.

(b) *Position.*—At a distance of 5,660 feet ($1,725^m2$) $094\frac{1}{2}^{\circ}$ from Tanjong Sau flagstaff.

Description.—A buoy, painted red, with spherical topmark.

(c) *Position.*—At a distance of 5,580 feet ($1,700^m1$) 092° from Tanjong Sau flagstaff.

Description.—A buoy, painted white, with spherical topmark.

Remarks.—When entering Port Swettenham through the new dredged channel the red buoys (a) and (b) should be passed on the starboard hand and the white buoy (c) on the port hand.

Note.—The note "*Dredged channel 24 ft. (1922). Beacons in line 072°* " is to be inserted in a south-westerly and north-easterly direction between buoys (a) and (b) on chart No. 2153.

(iii) Light-beacon replaced by buoy :

Position.—At a distance of about 3·4 cables north-westward from Labuan Garap beacon.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Details.—The beacon from which the flashing white light was formerly exhibited has been replaced by an unlighted buoy with spherical topmark painted in black and white chequers.

(5) Port Swettenham.**(i) Obstruction :**

Position.—In the position of No. 1 mooring-buoy at a distance of about 1·6 cables westward from outer end of South pier.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 23' E.$ (*approx.*).

Description.—A sunken obstruction.

(ii) Buoy:

Position.—Marking the above obstruction and replacing No. 1 mooring-buoy which has been withdrawn.

Description.—A green buoy.

Remarks.—The note "*Obstruction (1922)*" is to be inserted against this position on the chart.

(iii) Mooring-buoys renumbered:

Position.—Westward of North pier.

Details.—Nos. 2 and 3 mooring-buoys have been renumbered 1 and 2 respectively.

(iv) Mooring-buoy established:

Position.—At a distance of 3,515 feet (1,071^m4) 257° from the fixed red light on outer end of Passenger pier.

Description.—Mooring buoy No. 3.

Remarks.—The anchorage symbol shown in this position is to be erased from the chart.

Charts affected.—No. 1009, Approaches to Perak river.

„ 2153, Port Swettenham.

„ 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait.

„ 794, Pulo Berhala to Cape Rachado.

„ 1355, Malacca strait.

Publications.—List of Lights, Part VI, 1922, Nos. 750a, 752a, 754, 755, 756.

China Sea Pilot, Vol. I, 1916, pages 210, 211, 212, 216.

Authority.—Harbour Master, Port Swettenham. (H. 5128-22.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Hillsborough Channel—Amendments to Chart with regard to decreased Depths.

No. 425 (second publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1436 of 1922), are republished:—

Position.—Brampton island summit, lat. 20° 48' S., long. 149° 18' E. (approx.).

Details.—The accompanying reproduction of a portion of chart No. 347 shows the necessary amendments to the chart with regard to decreased depths south-westward of Brampton island.

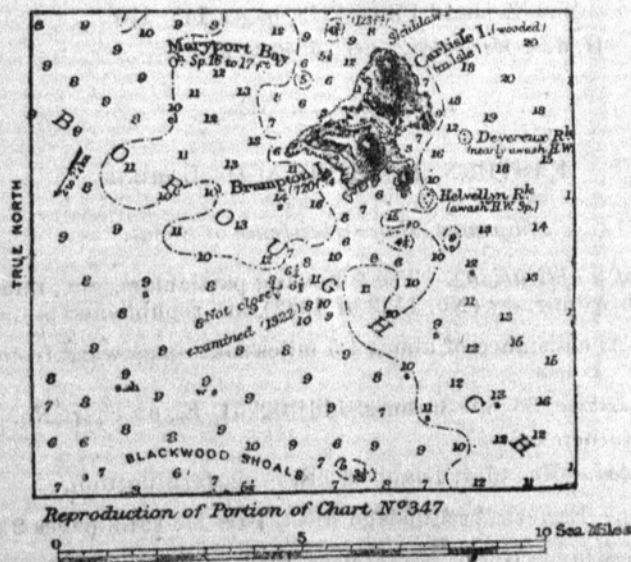
Note.—A further examination will be made at the first opportunity.

Charts affected.—No. 347, Percy isles to Whitsunday island.

„ 2763, Coral sea and Great Barrier reefs—sheet 1.

Publication.—Australia Pilot, Vol. IV, 1917, page 123.

Authority.—H.M. Surveying Vessel *Fantome*. (H. 5382-22.)



BORNEO—SARAWAK RIVER, MORATABAS ENTRANCE.

Po Point—Rocks reported north-eastward of.

No. 426 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1437 of 1922), are republished:—

Position.—Po point lighthouse, lat. $1^{\circ} 43' N.$, long. $110^{\circ} 31' E.$ (*approx.*).

Rocks:

(a) *Position.*—At a distance of 2.00 miles 023° from Po point lighthouse.

(b) *Position.*—At a distance of 2.70 miles 022° from Po point lighthouse.

Details.—The symbol for a rock awash is to be inserted on the charts in each of the above positions together with the note "*Rep^d. (1922).*"

Charts affected.—No. 1822, Sarawak river.

„ 1746, Api point to Sarawak river.

„ 2106, Sarawak river to Cape Sirik.

„ 2660a, China sea, southern portion—Western sheet. (b).

Publication.—China Sea Pilot, Vol. IV, 1912, pages 73, 74.

Authority.—Commander-in-Chief, China Station. (H. 5238-22.)

NEW ZEALAND, NORTH ISLAND—BAY OF ISLANDS.

Port Russell—Existence of Shoals.

No. 427 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1451 of 1922), are republished:—

Position.—Kororarika bay pier light, lat. $35^{\circ} 16' S.$, long. $174^{\circ} 09' E.$ (*approx.*).

Shoals:

Positions.

Distance and bearing from
above pier light.

Depths.

(a)	14.75 cables	313°	2½ fathoms (5m0).
(b)	6.40 „	315°	A quarter of a fathom (0m5).
(c)	5.50 „	310°	2½ fathoms (5m0).
(d)	12.50 „	265°	2½ „ (5m0).
(e)	6.70 „	220°	2½ „ (4m1).

Remarks.—The 3 fathom (5m5) contour line southward of shoal (e) is to be extended on the charts to include this shoal.

Chart affected.—No. 1090, Bay of Islands.

Publication.—New Zealand Pilot, 1919, pages 149, 150.

Authority.—H.M.S. *Veronica*. (H. 5550-22.)

EASTERN ARCHIPELAGO—LOMBOK.

Ampenan Bay—Existence of Shoal.

No. 428 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1452 of 1922), are republished:—

Position.—At a distance of about 4.5 miles south-westward from Ampenan lighthouse.

Lat. $8^{\circ} 38' 30'' S.$, long. $116^{\circ} 02' 51'' E.$, on chart No. 1654.

Depth.—3 fathoms (5m5).

Chart affected.—No. 1654, Island of Java—eastern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 217, 218.

Authority.—Hague Notice No. 1740 of 1922. (H. 5708-22.)

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Little Redang Island—Rock reported westward of.

No. 429 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1453 of 1922), are republished :—

Position.—At a distance of about 5·5 miles westward from the summit of Little Redang island (Pulo Bedung).

Lat. $5^{\circ} 38' 00''$ N., long. $102^{\circ} 59' 00''$ E., on chart No. 998.

Details.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts in the above position, together with the note "*Rep^d. (1922).*"

Remarks.—The above rock is reported by the master of the Norwegian S. S. *Hafthor*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads.

„ 1355, Malacca strait.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 118.

Authority.—Master Attendant, Singapore. (*H. 5834-22.*)

JAPAN—INLAND SEA, GULF OF OSAKA.

Osaka Road—Non-existence of Wrecks.

No. 430 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1454 of 1922), are republished :—

Former Notices.—Nos. 116 and 1180 of 1922. (*This Office Nos. 97 and 370 of 1922.*)

(a) *Position.*—At a distance of 3·73 miles 255° from the light on the end of the southern breakwater at the entrance to Osaka harbour.

Lat $34^{\circ} 37'$ N., long. $135^{\circ} 19'$ E. (*approx.*).

Description.—Wreck of a sailing vessel sunk in the year 1921.

(b) *Position.*—At a distance of approximately 5 miles 262° from the light on the end of the southern breakwater at the entrance to Osaka harbour.

Lat. $34^{\circ} 38'$ N., long. $135^{\circ} 18'$ E. (*approx.*).

Description.—Wreck of a sailing vessel sunk in the year 1922.

Remarks.—The above wrecks (a) and (b) have disappeared and are to be expunged from the charts accordingly.

Charts affected.—No. 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 360 of 1922. (*H. 5697-22.*)

SUMATRA, WEST COAST—MENTAWI ISLANDS, NORTH PAGAI.

Simanganja Road—Existence of Reef.

No. 431 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1463 of 1922), are republished :—

Position.—At a distance of 0·46 of a mile 046° from the entrance to the small river at Simanganja.

Lat. $2^{\circ} 36'$ S., long. $100^{\circ} 08'$ E. (*approx.*).

Depth.—1 fathoms ($2^m 7$).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan of Simanganja road.

Publication.—China Sea Pilot, Vol. I, 1916, page 462.

Authority.—Hague Notice No. 1791 of 1922. (*H. 5844-22.*)

The 24th October 1922.

INDIA—BAY OF BENGAL—HUGLI RIVER.

Kaukhali (Cowcolly)—Light discontinued.

No. 418-I (third publication).—

Subject.—From the midnight of the 31st December 1922, the exhibition of the light from Kaukhali (Cowcolly) lighthouse will be permanently discontinued.

Position.—Lat. $21^{\circ} 50' 10''$ N., Long. $87^{\circ} 56' 44''$ E.

Charts affected.—No. 136, River Hugli—Sagar point to Calcutta.

„ 814, The Sandheads—False point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 618.

Bay of Bengal Pilot, 1921, page 287.

Authority.—Deputy Conservator, Port of Calcutta letter No. 7198, dated 21st October 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 22, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 9th November 1922.

EASTERN ARCHIPELAGO—MADURA, SAPUDI STRAIT.

Katianget—Leading lights established.

No. 445 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1482 of 1922), are republished:—

Front light:

Position.—At a distance of about 3 cables south-eastward from the salt factory and 18·4 cables 105° from the entrance to Marengan river.

Lat. 7° 03' S., long. 113° 56' E. (*approx.*).

Abridged description.—Lt. F. R. 26 ft., vis. 9 m.

Characteristics:

Character.—Fixed red.

Elevation.—26 feet (7^m 9).

Visibility.—9 miles.

Power.—600 candles.

Structure.—White iron framework.

Rear light:

Position.—At a distance of 0·80 of a cable 029° from front light.

Abridged description.—Lt. F. R. 52 ft., vis. 11 m.

Characteristics:

Character.—Fixed red.

Elevation.—52 feet (15^m 8).

Visibility.—11 miles.

Power.—600 candles.

Structure.—White iron framework.

Remarks.—The front leading light is obscured by the land over Tanjong Talang and to the eastward. The rear leading light is obscured by trees on the bearing of 355° . The lights in line 029° lead into Sumenep bay from the southward.

Charts affected.—No. 934, Plans of Sumenep bay and Sapudi strait.
 „ 1654, Island of Java—eastern portion.

Publications.—List of lights, Part VI, 1922, Nos. 919*a*, 919*b*.
 Eastern Archipelago Pilot, Part II, 1913, pages 168, 169.

Authority.—Hague Notice No. 1792 of 1922. (*H. 5706-22.*)

INDIAN OCEAN—SEYCHELLES, MAHE ISLAND.

Port Victoria Approach—Shoal water reported.

No. 446 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1495 of 1922), are republished :—

Position.—At a distance of 2.5 cables 004° from the fixed red light on the northern end of reef situated on southern side of the channel leading to the inner harbour.

Lat. $4^{\circ} 37' S.$, long. $55^{\circ} 28' E.$ (*approx.*).

Details.—The 10 fathoms ($18^m 3$) depth in above position is to be expunged from the chart and the note “*Shoal Water Repd. (1922)*” is to be inserted in the vicinity.

Chart affected.—No. 722, Approaches to Port Victoria (Seychelles).

Publication.—South Indian Ocean Pilot, 1911, page 57.

Authority.—H.M.S. *Southampton*, Hyd. Note No. 4 of 1922. (*H. 5788-22.*)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

Sangley Point light—Amended sectors.

No. 447 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1503 of 1922), are republished :—

Former Notice.—No. 387 of 1922. (*This office No. 154 of 1922.*)

Position.—Sangley point, lat. $14^{\circ} 30' N.$, long. $120^{\circ} 55' E.$ (*approx.*).

Details.—The alternating white and red light is now visible from 082° through east to 097° ; Obscured thence to 122° ; Visible thence through south to 347° ; Partially obscured thence to 039° ; Obscured thence to 066° ; Partially obscured thence to 082° .

Charts affected.—No. 3487, Manila and Kavite anchorages.
 „ 976, Manila bay.

Authority.—U. S. Hydrographer and U. S. Hyd. Office Notice No. 1749 of 1922. (*H. 3153-22.*)

SOUTH AFRICA—NATAL.

Sordwana Road and Kosi River entrance—Amendments to chart with regard to shoals and depths.

No. 448 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1922), are republished :—

Positions.—(a) Site of flagstaff, Sordwana road, lat. $27^{\circ} 33' S.$, long. $32^{\circ} 43' E.$ (*approx.*).

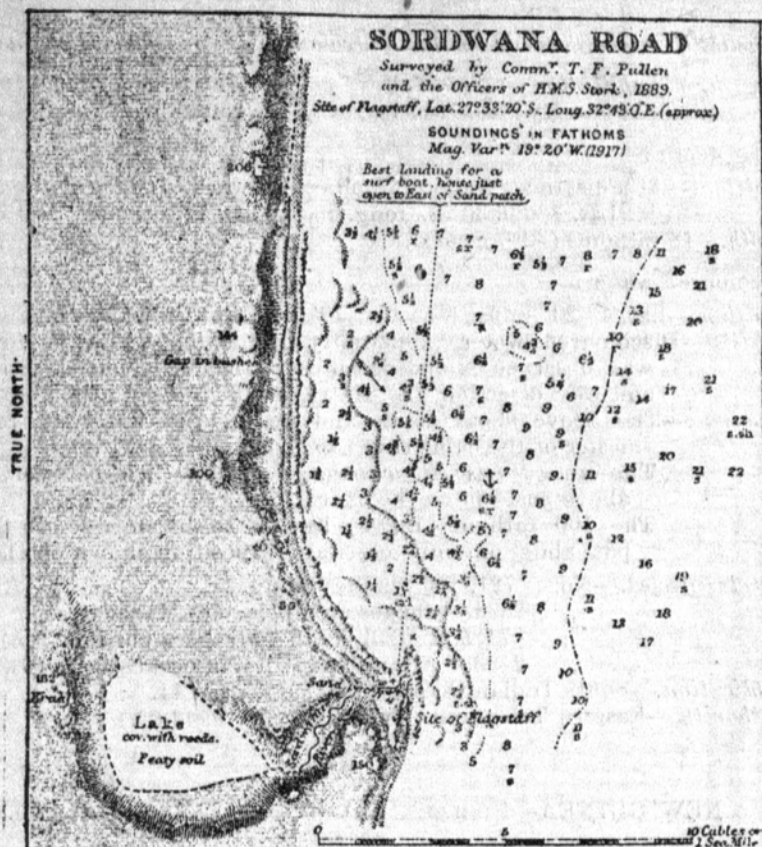
(b) Kosi river entrance, lat. $26^{\circ} 53' S.$, long. $32^{\circ} 54' E.$ (*approx.*).

Details.—The accompanying reproduction of the plans of Sordwana road and entrance to Kosi river on chart No. 2089 shows the necessary amendments to the chart with regard to shoals and depths in the two localities referred to.

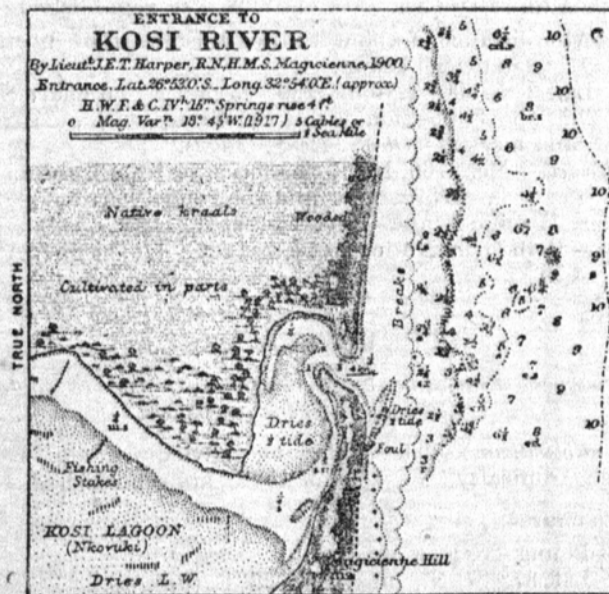
Chart affected.—No. 2089, Plans of Sordwana road and Entrance to Kosi river.

Publication.—Africa Pilot, Part III, 1915, pages 185, 186.

Authority.—South African Railways and Harbours. (*H. 5135-22.*)



Reproduction of Portions of Chart No. 2089.



SOUTH INDIAN OCEAN.

Mauritius W-T Station closed.

No. 449 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1516 of 1922), are republished:—

Former Notice.—No. 97 of 1922. (This office No. 94 of 1922.)

Position.—Lat. $20^{\circ}10'$ S., long. $57^{\circ}35'$ E. (approx.).

Remarks.—Mauritius W-T station has been closed, and is to be expunged from the charts.

Charts affected.—No. 748a, Indian ocean—southern portion.

„ 3779, Telegraph chart of The World—sheet II.

Authority.—Commander-in-Chief, East Indies station. (H. 5749-22.)

INDIAN OCEAN.

Seychelles Group—Shoal depth and discoloured water reported eastward of.

*No. 450 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1517 of 1922), are republished:—

(a) Shoal depth :

Position.—At a distance of about 23 miles eastward of Mary Anne island.

Lat. $4^{\circ} 20' 30''$ S., long. $56^{\circ} 18' 00''$ E., on chart No. 721.

Depth.—18 fathoms (32^m9), coral.

(b) Discoloured water :

Position.—Lat. $4^{\circ} 20' 30''$ S., long. $56^{\circ} 19' 00''$ E., on chart No. 721.

Details.—Discoloured water, apparently indicating the existence of a shoal, was observed extending for a distance of about 2 miles in a 335° and 155° direction, the centre of which was in the above position.

Remarks.—The above shoal depth and discoloured water are reported by the master of the cable ship *Cambria*.

The note "*Discol. water repd. (1922)*" is to be inserted against the above position on the charts.

The 100 fathom (182^m9) line is to be amended in this vicinity to pass about one mile eastward of position shown on the charts.

Charts affected.—No. 721, Seychelles group, &c.

„ 2899, Chagos archipelago to Madagascar.

„ 748*b*, Indian ocean—northern portion. (b).

„ 2483, Atlantic and Indian oceans, &c. (b).

Publication.—South Indian Ocean Pilot, 1911, page 44.

Authority.—Eastern Telegraph Company. (H. 5933-22.)

NEW GUINEA—BISMARCK ARCHIPELAGO, NEW IRELAND.

Gazelle Channel—Obstruction reported.

*No. 451 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1518 of 1922), are republished:—

Position.—At a distance of about 3 miles northward of northern end of Diall (Sandwich) island.

Lat. $2^{\circ} 52' 00''$ S., long. $150^{\circ} 53' 30''$ E., on chart No. 2766.

Details.—The above position is to be encircled with a danger line on the charts and marked "*Obstn. Repd. (1922)*."

Charts affected.—No. 2766, North-east coast of New Guinea, &c.

„ 2759*a*, Australia—northern portion.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 524.

Authority.—Melbourne Notice No. 5 of 1922. (H. 6012-22.)

KOREA, WEST COAST.

Chemulpo Approaches—Amendments to charts with regard to depths and shoals ; Existence of rock and shoal.

*No. 452 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1534 of 1922), are republished:—

(1) Amendments to charts :

Position.—Poung To, East channel.

Lat. $37^{\circ} 07' N.$, long. $126^{\circ} 23' E.$ (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 3642 and 1258 show the necessary amendments with regard to depths and shoals in East and Flying Fish channels and their vicinities.

Note.—A new edition of chart No. 1270, dated 18th September 1922, embodying the above corrections, has been published.

(2) Existence of rock and shoal :

(a) Rock :

Position.—At a distance of 2.2 cables 257° from western point of Cat island.

Lat. $37^{\circ} 10' N.$, long. $126^{\circ} 23' E.$ (*approx.*).

Depth.—5 fathoms (9^m1), rock.

(b) Shoal :

Position.—At a distance of 10.2 cables 217° from the red beacon on White rock.

Lat. $37^{\circ} 13' N.$, long. $126^{\circ} 24' E.$ (*approx.*).

Depth.—5 fathoms (9^m1), sand.

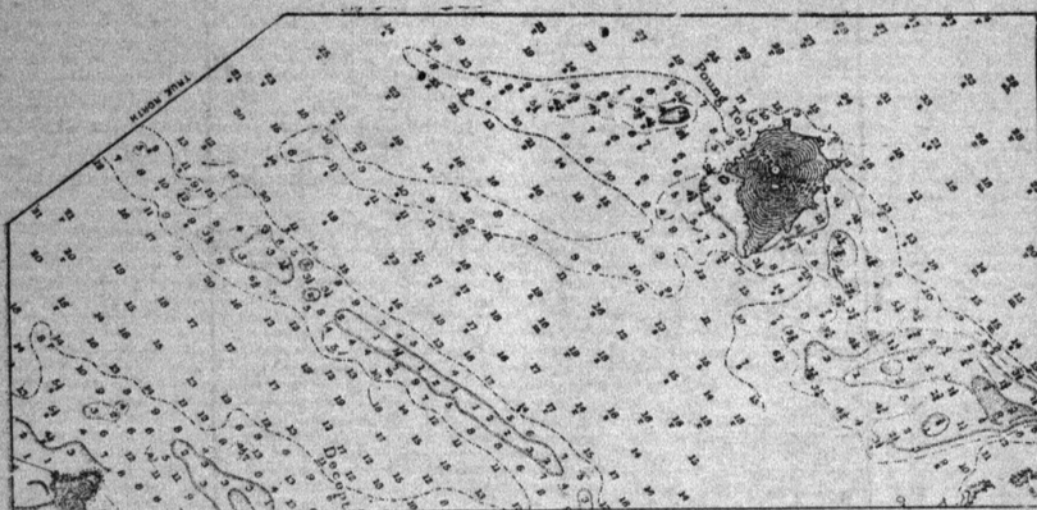
Remarks.—The above rock and shoal, which are to be inserted on chart No. 3642, are not included in the reproduction of the portion of that chart.

Charts affected.—No. 3642, A san anchorage and approaches.

„ 1258, Approaches to Seoul.

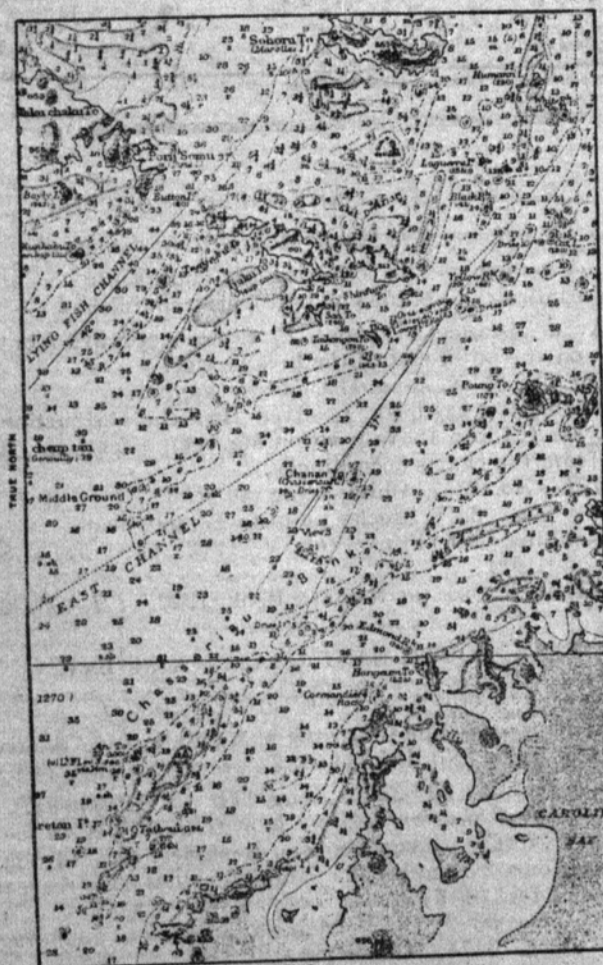
Publication.—China Sea Pilot, Vol. V, 1912, pages 604, 605, 606, 607.

Authority.—Japanese Government Charts and Hydrographic Department.
(H. 2765-22.)



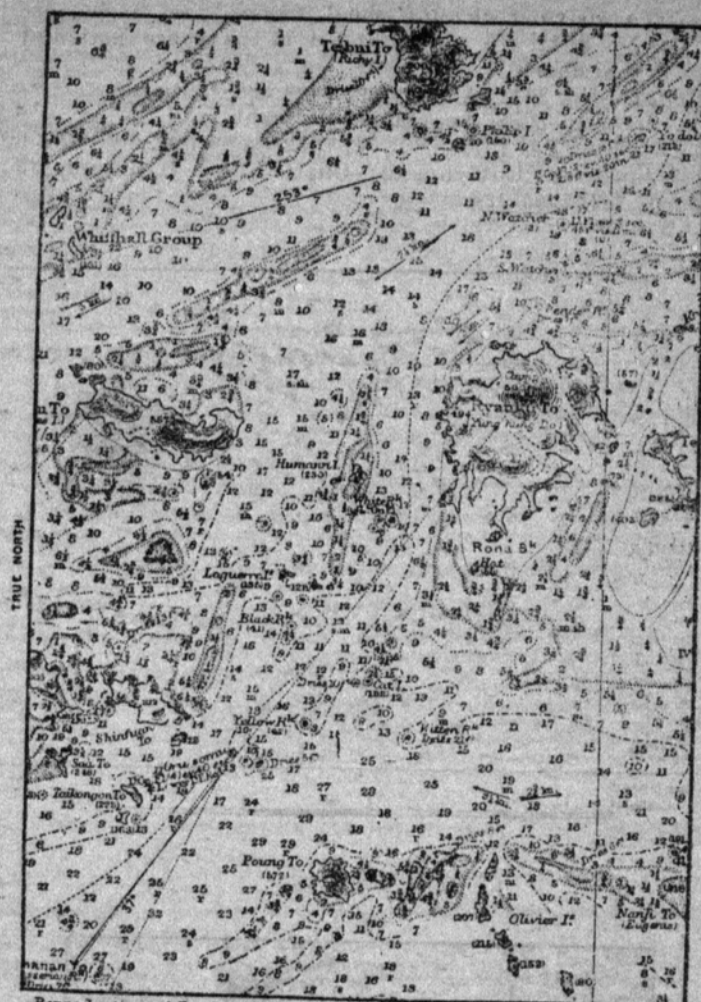
Reproduction of Portion of Chart No. 3642

Cables 0 1 2 3 Sea Miles



Reproduction of Portion of Chart No. 1258

10 Sea Miles



Reproduction of Portion of Chart No. 1258.

CHINA, EAST COAST—GULF OF PECHILI.

Ching Wang Tao Road—Obstruction dispersed.

No. 453 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1553 of 1922), are republished :—

Position.—At a distance of about 2½ cables westward from the fixed red light on the outer end of the breakwater.

Lat. 39° 54' N., long. 119° 36' E. (*approx.*).

Details.—Information has been received that the obstruction, reported in the year 1915, in above position has been dispersed. It is to be expunged from the charts accordingly.

Charts affected.—No. 2357, Ching wang tao road.
" 3378, Rocky point to Temple head.

Publication.—China Sea Pilot, Vol. V, 1912, page 511; Supplement No. 6, 1921.

Authority.—H. M. S. Curlew, Remark Book, 1922. (H. 6004-22.)

CHINA, SOUTH-EAST COAST—MIRS BAY.

Tolo Channel—Shoaler water reported.

No. 454 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1555 of 1922), are republished :—

Position.—Bush reef, lat. 22° 27' N., long. 114° 15' E. (*approx.*).

Details.—The note "*Shoaler Water Rep^d. (1921)*" is to be inserted on the charts in the passage between Bush reef and Harbour island between positions 2·3 cables 325° and 3·6 cables 026° respectively from Bush reef 2 feet (0m6) Δ

Charts affected.—No. 3329, Tolo harbour and adjacent anchorages.
" 3474, Mirs bay.

" 3605, Hongkong to Mirs bay.

Publication.—China Sea Pilot, Vol. III, 1912, page 534.

Authority.—H. M. S. Carlisle. (H. 1441-22.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Vessel reported on shore north-eastward of.

No. 455 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1922), are republished :—

Position.—At a distance of about 3 cables, 20° from Perforated Rock.

Lat. 26° 23' N., long. 56° 23' E. (approx.).

Details.—The SS. "British General" is reported to be ashore. Showing no lights, in approximately the above position. Depth 16 feet.

Caution.—Mariners are hereby warned accordingly.

Charts affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Commanding Officer, H. M. S. "Cyclamen" Henjam, Telegram dated 23rd October 1922.

PERSIAN GULF ENTRANCE—KISHM ISLAND, SOUTH COAST.

Ras Tarkun—Rock extending southward.

No. 456 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87M. of 1922), are republished :—

Position.—At a distance of about one mile eastward of Ras Tarkun.

Lat. 26° 38' 15" N., long. 55° 38' 30" E.

Details.—The rock with a depth of less than 6 feet over it marked (P. A.) on chart No. 753, is reported to have extended about one mile further south than charted position.

Charts affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

Publication.—Persian Gulf Pilot, 1915, page 211.

Authority.—The Master of SS. "Ferrara," dated 28th October 1922.

INDIA, WEST COAST—CALICUT.

Demolition of the old lighthouse tower.

No. 457 (first publication).—

Subject.—The old lighthouse tower standing on the beach situated half mile south of the new lighthouse tower is being demolished and that it no longer serves as a prominent land-mark.

Position.—Lat. 11° 15' N., long. 75° 46' E.

Colour of lighthouse.—White column.

Height of building from base to vane.—98 feet.

Charts affected.—No. 827, Vengurla to Cape Comorin.

„ 747, Mount Dilli to Calicut.

„ 64, Sacrifice rock to Beipur.

Publication.—West Coast of India Pilot, 1919, page 143.

Authority.—Madras Notice No. 77 of 1922.

The 3rd November 1922.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Middle Bank Light (U)—Distinguishing day mark to be fixed to structure.

No. 432 (second publication).—

Subject.—A distinguishing day mark, as described hereunder, will be fixed to the structure on Middle Bank, on or about 15th December 1922.

Position.—Lat. 33° 38' S., long. 137° 32½' E., on Chart No. 2389.

Details.—The distinguishing day mark will consist of a ball four feet six inches in diameter, painted white, suspended from an outrigger on the east side of the tower and a similar ball suspended from an outrigger on the west side. The balls will be twenty-two feet apart.

Remarks.—The other details of the light will remain unaltered.

Note.—No further notice will be given.

Chart affected.—No. 2389, St. Vincent and Spencer Gulfs.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2333.

Australia Pilot, Vol. I, 1918, page 220.

Authority.—Melbourne Notice No. 7 of 1922.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Shoalwater Point Light (U)—Color of structure altered.**No. 433 (second publication).—**Subject.*—The color of the structure on Shoalwater Point has been altered from Red to White.*Position.*—Lat. $33^{\circ} 42' S.$, long. $137^{\circ} 14' E.$, on Chart No. 2389.*Alteration.*—The color of the steel frame tower carrying the lantern has been altered from Red to White. The tower and lantern are now painted white.*Remarks.*—The other details of the light remain unaltered.*Chart affected.*—No. 2389, St. Vincent and Spencer Gulfs.*Publications.*—List of Lights and Time Signals, Part VI, 1922, No. 2332.

Australia Pilot, Vol. I, 1918, page 187.

Authority.—Melbourne Notice No. 8 of 1922.

AUSTRALIA—SOUTH COAST—BASS STRAIT.

*Cliffy Island Light—Intended alteration in Power and Phase.**No. 434 (second publication).—**Subject.*—The power of the light on Cliffy Island will be increased and the phase of the light will be altered, on or about 20th January 1923.*Position.*—Lat. $38^{\circ} 57' S.$, long. $146^{\circ} 42' E.$, on Chart No. 1703.*Details.*—The power of the light will be increased, the period reduced from twelve seconds to eight seconds, and the duration of the flash reduced from two seconds to one second. The characteristics of the light will be as follows :—*Character.*—*Flashing White Light* every eight seconds, thus :—

Flash	Eclipse
1 sec.	7 secs.

Power.—87,500 candles.*Remarks.*—The other details of the light will remain unaltered.*Note.*—No further notice will be given.*Charts affected.*—No. 1703, Wilson Promontory.

" 3169, Port Phillip to Gabo Island.

" 1695a, Bass Strait.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2496.

Australia Pilot, Vol. II, 1918, page 182.

Authority.—Melbourne Notice No. 9 of 1922.

PERSIAN GULF—EASTERN SHORE.

*Ganaveh—Provisional light established.**No. 435 (second publication).*—The following particulars etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1922), are republished :—*Position.*—On a masthead, at the entrance of the Creek.

Lat. $29^{\circ} 34' N.$	} (approx.).
Long. $50^{\circ} 31' E.$	

Details.—A provisional light about 30 feet high above sea level has been established by the Anglo-Persian Oil Company, Mohammerah, approximately in the above position.*Visibility.*—5 miles.*Note.*—A water-windmill 30-40 feet above ground level, recently erected by the above Company about 730 yards off the mouth of the Khor Khalil, makes a conspicuous landmark by day on this part of the coast.*Chart temporarily affected.*—No. 2837b, Persian Gulf, western sheet.*Publication.*—Persian Gulf Pilot, 1915, page 273.*Authority.*—Director of the Royal Indian Marine, Bombay.

INDIA, WEST COAST.

*Cochin harbour—Wreck of a cargo lighter.**No. 436 (second publication).*—The Presidency Port Officer, Madras, has given notice (No. 84 of 1922) that a cargo lighter lies sunk in the anchorage in 27 feet of water with—

The Cochin lighthouse bearing $S. 88\frac{1}{2}^{\circ} E.$ (True),	}
Mallipuram Flagstaff N. $31^{\circ} E.$ (True),	

and constitutes a danger to vessels approaching the anchorage.

Mariners are warned accordingly.

EASTERN ARCHIPELAGO—FLORES SEA, TANA JAMPEA.

Labuan Marégé—Existence of a rock.

No. 437 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1922), are republished:—

Position.—At a distance of about three-quarters of a mile north-eastward of Ujong Kambangragi.

Lat. $7^{\circ} 08' 20''$ S., long. $120^{\circ} 41' 20''$ E.

Depth.—3 fathoms (5^m5), coral.

Remarks.—The anchorage symbol close to this position on the charts is to be expunged.

Charts affected.—No. 935, Plan of Tana Jampea.

„ 1696, Lombok to Flores.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 318.

Authority.—Hague Notice No. 1601 of 1922. (H. 5212-22.)

CHINA, SOUTH-EAST COAST—HONGKONG.

(1) *Green Island—Alteration in character and light.*

(2) *Wag Lan Islet—Alteration in fog-signal.*

No. 438 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1347 of 1922), are republished:—

(1) *Green Island—*

Position.—Lat. $22^{\circ} 17' N.$, long. $114^{\circ} 07' E.$ (approx.).

New abridged description.—Lt. Fl. Red & Wh. ev. 8 sec. 110 ft. vis 16 m.

Alteration.—The character of the light has been altered from occulting with red and white sectors to flashing, with red and white sectors, every eight seconds, thus—

Flash,	eclipse,
2 secs.	6 secs.

(2) *Wag Lan Islet—*

Position.—Lat. $22^{\circ} 11' N.$, long. $114^{\circ} 18' E.$ (approx.).

Alteration.—The explosive fog-signal has been replaced by a diaphone sounding one blast of two seconds duration every two minutes.

Remarks.—Should the diaphone become disabled a gun will be fired twice every ten minutes.

Charts affected.—No. 1466, Hongkong.

„ 3280, Hongkong waters, west. (1).

„ 3429, East Lamma channel. (1).

„ 3605, Hongkong to Mirs bay. (2).

„ 1180, Approaches to Hongkong.

„ 3026, Macas to Pedro Blanco, including Hongkong.

„ 1962, Hongkong to the Brothers.

„ 2661a, China sea, northern portion—western sheet.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung. (2).

Publications.—List of Lights, Part VI, 1922, Nos. 1514, 1525.

China Sea Pilot, Vol. III, 1912, pages 493, 496.

Authority.—Commander-in-Chief, China Station. (H. 5206-22.)

WESTERN AUSTRALIA.

Koombanah Harbour Entrance—Amendments to chart.

No. 439 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1353 of 1922), are republished:—

Position.—Koombanah harbour entrance, lat. $33^{\circ} 18' S.$, long. $115^{\circ} 38' E.$ (approx.).

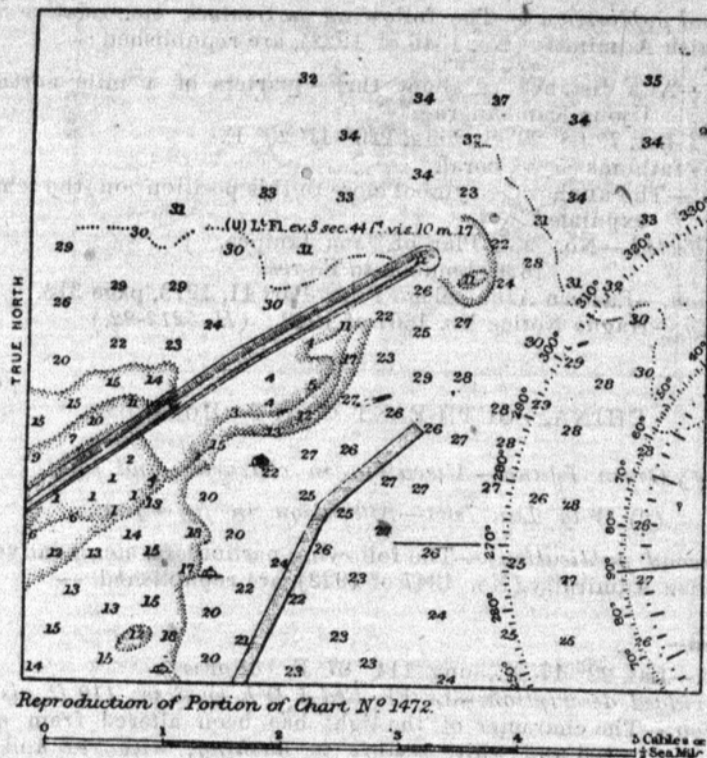
Details.—Amendments to the undermentioned plan on chart No. 1472, with regard to the moles, depths and mooring buoys at the entrance to Koombanah harbour, embodying the latest information received, are shown on the accompanying reproduction of a portion of that plan.

Remarks.—From the reproduction it will be observed that a shoal has formed at the outer end of the western mole.

Chart affected.—No. 1472, Plan of Koombanah bay.

Publication.—Australia Pilot, Vol. V, 1914, pages 392, 393; Supplement No. 5, 1921.

Authority.—Public Works Department, Perth. (H. 4957/22.)



MALACCA STRAIT, MALAY PENINSULA—PENANG HARBOUR.

Prye (Prai) River—Amendments to charts.

No. 440 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1354 of 1922), are republished:—

Position.—Prye river entrance, lat. $5^{\circ}23'N.$, long. $100^{\circ}22'E.$ (approx.).

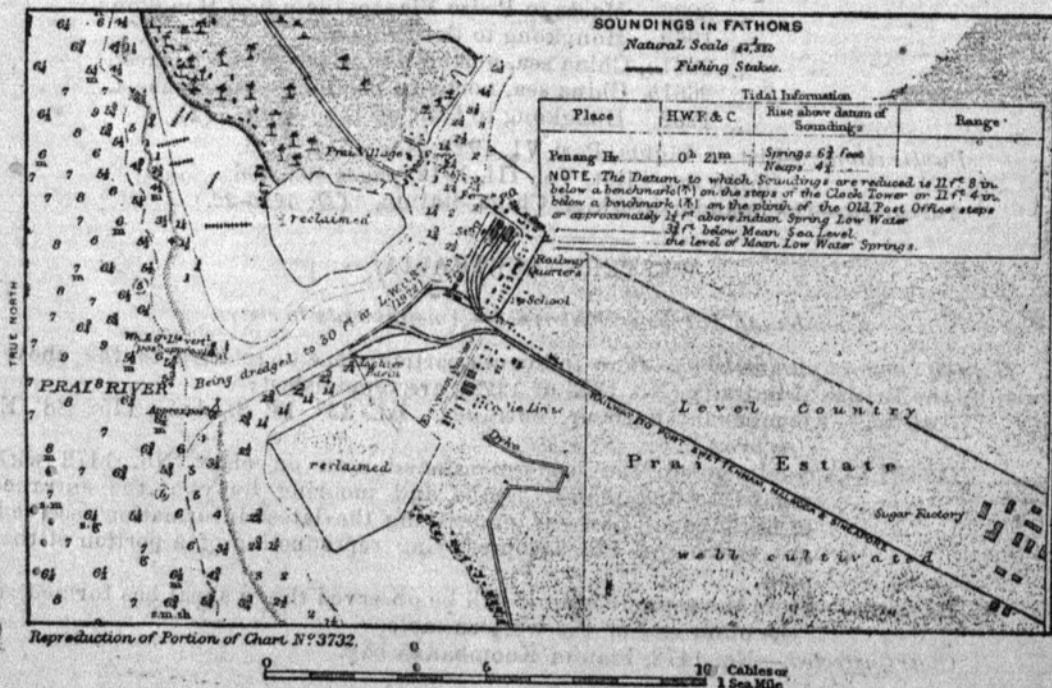
Details.—General amendments to the charts in regard to Prye river entrance, embodying the latest information received, are shown on the accompanying reproductions of portions of charts Nos. 3732 and 1366.

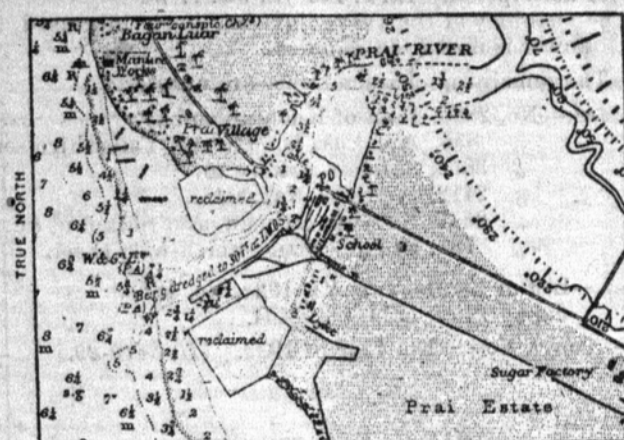
Charts affected.—No. 3732, Penang harbour.

„ 1366, Penang harbour and approaches.

Publication.—China Sea Pilot, Vol. I, 1916, pages 186, 187.

Authority.—Messrs. Coode, Fitzmaurice, Wilson and Mitchell, Civil Engineers. (H. 3191-22.)





Reproduction of Portion of Chart No. 1366.

0 5 10 Cables or
1 Sea Mile

SUMATRA—SUNDA STRAIT.

Semangka (Keizer) Bay—Existence of rock.

No. 441 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1358 of 1922), are republished:—

Position.—Off the eastern shore of the bay, at a distance of about $1\frac{1}{2}$ miles south-eastward of Badak point.

Lat. $5^{\circ} 37' 50''$ S., long. $104^{\circ} 48' 30''$ E., on chart No. 2056.

Description.—A rock with a depth of less than 6 feet ($1^m 8$).

Charts affected.—No. 2056, Sunda strait and approaches.

„ 2761, Chingkuk bay to Strait of Sunda.

„ 941a, Eastern archipelago—sheet I.

Publication.—China Sea Pilot, Vol. II, 1915, page 50.

Authority.—Netherlands Government Charts. (H. 5436-22.)

CHINA SEA—TONG KING GULF.

Hainan Strait Inner Passage—Existence of rock and wreck.

No. 442 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1922), are republished:—

(a) Rock:

Position.—At a distance of 5.2 cables, 310° from Hainan bluff summit.

Lat. $20^{\circ} 10' N.$, long. $110^{\circ} 40' E.$ (approx.).

Depth.— $1\frac{1}{2}$ fathoms ($2^m 7$), rock.

(b) Wreck:

Details.—The SS. *Manji Maru* struck on the above rock on which the forepart of the vessel remains; the after part sank in the vicinity of the western side of the rock.

Charts affected.—No. 876, Hainan strait, with plan.

„ 2062, Tong king gulf.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. III, 1912, pages 343, 352.

Authority.—Tokyo Notice No. 329 of 1922. (H. 5300-22.)

JAPAN—KYUSHU, WEST COAST.

Kuchinotsu Light—Alteration in visibility.

No. 443 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1365 of 1922), are republished:—

Position.—On the western side of the entrance to Kuchinotsu bay.

Lat. $32^{\circ} 36' N.$, long. $130^{\circ} 12' E.$ (approx.).

New abridged description.—Lt. F. 126 ft., vis. 17 m.

Details.—The visibility of the above light has been increased to 17 miles. The power is now 5,000 candles.

Remarks.—The remaining characteristics are unaltered.

Charts affected.—No. 2880, Plan of Kuchinotsu bay.

„ 836, Amakusa islands and Yatsushiro sea.

„ 3692, Shimabara kaiwan.

„ 2412, Amoy to Nagasaki.

„ 2347, Honshū, Kyushu, and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1922, No. 1883.

Japan Pilot, 1914, page 454.

Authority.—Tokyo Notice No. 1269 of 1922. (H. 5470-22.)

CHINA—YANGTZE RIVER.

Confucius Channel—Actæon buoy moved.

No. 444 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 760 of 1922) that the Actæon Buoy, moored off the southern edge of the Actæon Shoal, Confucius Channel, Yangtze River, has been moved owing to a slight extension of the shoal.

From the new position of the buoy, Green Point Beacon bears S. $75\frac{1}{2}^{\circ}$ W., magnetic, distant 1.29 miles.

The 27th October 1922.

AUSTRALIA—QUEENSLAND, TORRES STRAIT.

Prince of Wales Channel Approach—Existence of Shoal.

No. 419 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1376 of 1922), are republished:—

Position.—In the north-western approach to Prince of Wales channel, at a distance of about $5\frac{1}{2}$ miles westward of White rocks.

Lat. $10^{\circ} 28' 00''$ S., long. $141^{\circ} 56' 18''$ E., on chart No. 437.

Details.—A depth of $2\frac{1}{2}$ fathoms (4^m6) exists in the above position, which is close to the western end of the shoal. The shoal is about $2\frac{1}{2}$ cables in length in an easterly and westerly direction with a breadth of about three-quarters of a cable. There is a depth of 3 fathoms (5^m5) near the eastern end.

Charts affected.—No. 437, Albany pass to Booby island.

„ 2375, Torres strait, western channels.

„ 2354, Cape Grenville to Booby island.

„ 447, Western approaches to Torres strait.

Publication.—Australia Pilot, Vol. III, 1916, page 249.

Authority.—H.M. Surveying Vessel *Fantome*. (H. 5656-22.)

CHINA SEA—GULF OF SIAM.

Patani Roads—Shoal reported.

No. 420 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1396 of 1922), are republished:—

Position.—On the north-western extremity of Loftus bank, at a distance of 1.70 miles 049° from Tanjong Patani lighthouse.

Lat. $6^{\circ} 58' N.$, long. $101^{\circ} 19' E.$ (approx.).

Depth.— $1\frac{1}{2}$ fathoms (2^m7).

Remarks.—The above shoal is reported by the master of the SS. *Suddhadib*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan of Patani roads.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 122.

Authority.—Bangkok Notice No. 137 of 1922. (H. 5408-22.)

NEW ZEALAND—NORTH ISLAND.

Auckland Harbour—Amendments to Charts with regard to Wharves and Depths.

No 421 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1398 of 1922), are republished.—

Position.—Commercial harbour, lat. $36^{\circ} 51' S.$, long. $174^{\circ} 46' E.$ (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 1970 and 1896 show necessary amendments to the charts with regard to wharves and depths at Auckland, also amended depths in the approaches to Calliope dock at Devonport.

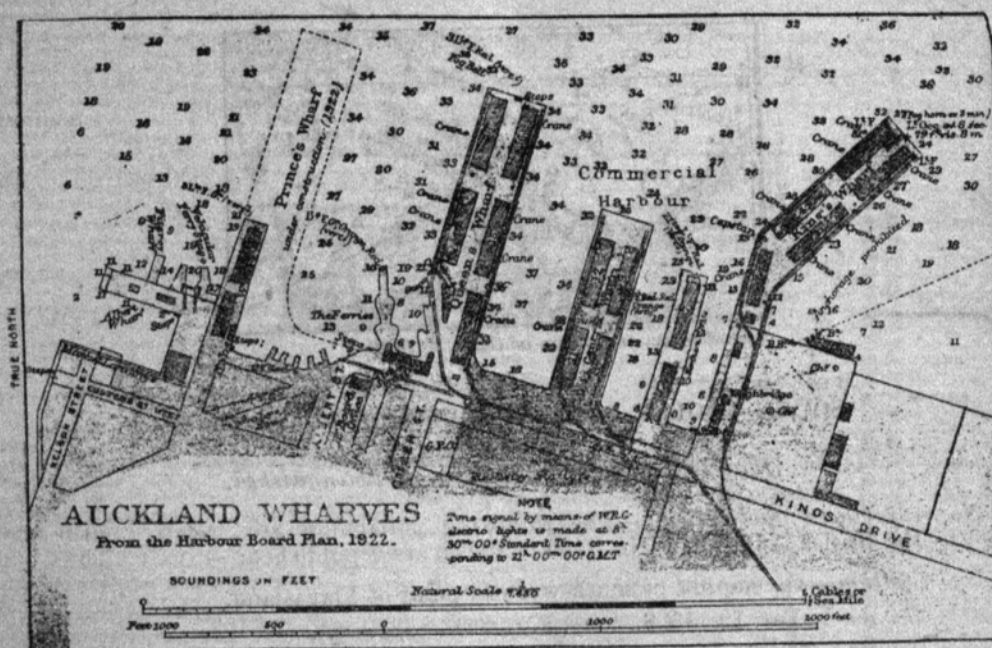
Note.—From the reproductions it will be seen that a *fixed white* light now marks the new Western wharf at Auckland.

Charts affected.—No. 1970, Auckland harbour and approaches, with plans.
 „ 1896, Entrances to Auckland harbour.

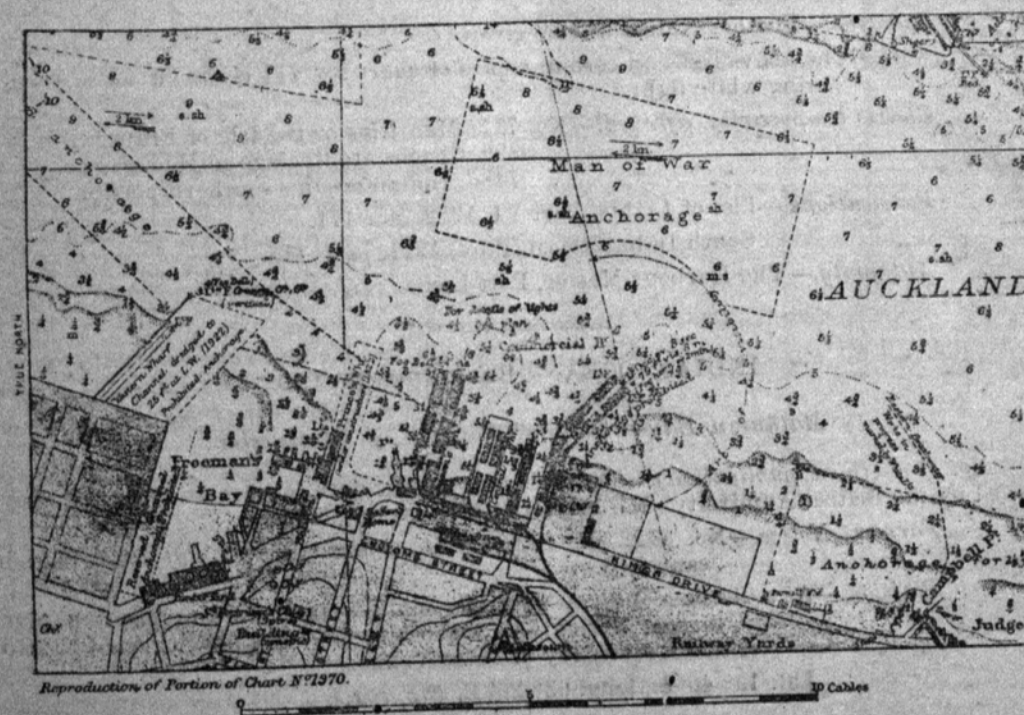
Publications.—List of Lights, Part VI, 1922, No. 2890a.

New Zealand Pilot, 1919, pages 190 to 197.

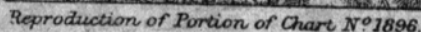
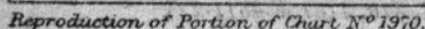
Authority.—Auckland Harbour Board. (*H. 876, 1167 & 4511-22*).



Reproduction of Portion of Chart No 1970.



Reproduction of Portion of Chart No 1970.



Flat Island Light—Temporarily extinguished.

Lat. $19^{\circ} 53' \text{ S.}$, long. $57^{\circ} 39' \text{ E.}$ (*approx.*).

Remarks.—Further Notice will be given.

Charts temporarily affected.—No 711, Mauritius or the Isle of France.
 „ 2899, Chagos archipelago to Madagascar.
 „ 748a, Indian ocean—southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.

South Indian Ocean Pilot, 1911, page 115.

Authority.—The Harbour Master, Port Louis. (H. 5746-22.)

Mathurin Bay—Amended Position of Obstruction.

Position.—At a distance of about $3\frac{1}{2}$ cables south-westward from position given in former Notice and 5·4 cables 356° from the charted position of the Observatory at Point Venus.

Lat. $19^{\circ} 40' \text{ S.}$, long. $63^{\circ} 26' \text{ E.}$ (*approx.*).

Description.—Lost portion of telegraph cable.

Note.—The position of this sunken obstruction is marked by a black and white conical buoy. The buoy is not to be depended upon and is to be marked "Unreliable" on the chart.

Chart affected.—No. 715, Plan of Mathurin bay.

Publication.—South Indian Ocean Pilot, 1911, pages 149, 150.

Authority.—Eastern Telegraph Company. (H. 5724-22.)

MALACCA STRAIT.

- (1) *Sembilan Islands, White Rock—Light Unwatched.*
- (2) *North Klang Strait and Northern Approach—Lights discontinued; Light-Buoy replaced by Light-Vessel; Amended Visibility of Light.*
- (3) *North Klang Strait, Northern Approach—Buoy and Beacon established; Amended Position of Signal Station.*
- (4) *Port Swettenham, Western Approach—Buoys established to mark new Dredged Channel; Light-Beacon replaced by Buoy.*
- (5) *Port Swettenham—Obstruction marked by Buoy; Information regarding Mooring-Buoys.*

No. 424 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1432 of 1922), are republished :—

(1) Sembilan Islands, White rock.

Position.—White rock, lat. $4^{\circ} 01' N.$, long. $100^{\circ} 30' E.$ (approx.).

Details.—The group flashing white light is unwatched and "(U)" is, therefore, to be added to the abridged description on the charts.

(2) North Klang strait and Northern approach.

(i) Lights discontinued :

(a) *Position.*—On beacon close northward of Tanjong Bakau.

Lat. $3^{\circ} 04' N.$, long. $101^{\circ} 20' E.$ (approx.).

(b) *Position.*—On beacon situated at a distance of about 3.4 cables north-westward from Labuan Garap beacon.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (approx.).

Details.—The flashing white lights in each of the above positions have been discontinued. The lights and the beacons from which they were exhibited are to be expunged from the charts.

(ii) Light-buoy replaced by light-vessel :

Position.—At a distance of about 15.5 miles north-westward from Pulo Angsa lighthouse.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 01' E.$ (approx.).

Characteristics of light-vessel :

(a) Light :

Abridged description.—Lt. Fl. ev. 15 sec., 35 ft., vis. 5 m.

Characteristics :

Character.—Flashing white every fifteen seconds.

Elevation.—35 feet (10^m7).

Visibility.—5 miles.

Note.—The light is unwatched.

(b) Vessel :

Description.—Black hull with the name "ANGSA BANK" painted on sides.

Remarks.—The light-buoy with flashing white light, formerly situated in the above position, has been withdrawn.

(iii) Amended visibility of light :

Position.—On Tanjong Sau.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 20' E.$ (approx.).

Details.—The visibility of the above light is now 10 miles.

(3) North Klang strait, Northern approach.**(i) Buoy :**

Position.—At a distance of 2·67 miles 121° from Pulo Angsa light house.

Lat. $3^{\circ} 10' N.$, long. $101^{\circ} 15' E.$ (*approx.*).

Description.—A buoy, painted black, with spherical topmark.

(ii) Beacon :

Position.—At a distance of 0·50 of a mile 137° from the site of Tanjong Bakan light beacon.

Lat. $3^{\circ} 04' N.$, long. $101^{\circ} 20' E.$ (*approx.*).

Description.—A beacon with circular topmark.—The northern side of this beacon is painted white and the southern side black.

(iii) Signal station :

Position.—At Sungi Sematan, at a distance of one cable 173° from charted position.

Lat. $3^{\circ} 05' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

(4) Port Swettenham, Western approach.**(i) New dredged channel :**

Position.—Through the $2\frac{1}{2}$ fathom (4^m6) bank situated at a distance of about 4 cables north-westward from Labuan Garap.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Depth.—The above channel, which is known as the "*Helenus Channel*", is dredged to a depth of 24 feet, and extends across the bank in a 072° and 252° direction.

Remarks.—Leading beacons for this channel have been established on the foreshore at a distance of about 1·7 cables north-westward of Tanjong Gila. The beacon shown on the chart about 2 cables north-westward of Tanjong Gila is to be moved a distance of 330 feet (100^m6) southward from its charted position, and the note "(P.A.)" is to be inserted against it on the charts.

(ii) Buoys established :

(a) *Position.*—At a distance of 3,450 feet ($1,051^m6$) 111° from Tanjong Sau flagstaff.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Description.—A buoy, painted red, with spherical topmark.

(b) *Position.*—At a distance of 5,660 feet ($1,725^m2$) $094\frac{1}{2}^{\circ}$ from Tanjong Sau flagstaff.

Description.—A buoy, painted red, with spherical topmark.

(c) *Position.*—At a distance of 5,580 feet ($1,700^m1$) 092° from Tanjong Sau flagstaff.

Description.—A buoy, painted white, with spherical topmark.

Remarks.—When entering Port Swettenham through the new dredged channel the red buoys (a) and (b) should be passed on the starboard hand and the white buoy (c) on the port hand.

Note.—The note "*Dredged channel 24 ft. (1922). Beacons in line 072°* " is to be inserted in a south-westerly and north-easterly direction between buoys (a) and (b) on chart No. 2153.

(iii) Light-beacon replaced by buoy :

Position.—At a distance of about 3·4 cables north-westward from Labuan Garap beacon.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 21' E.$ (*approx.*).

Details.—The beacon from which the flashing white light was formerly exhibited has been replaced by an unlighted buoy with spherical topmark painted in black and white chequers.

(5) Port Swettenham.**(i) Obstruction :**

Position.—In the position of No. 1 mooring-buoy at a distance of about 1·6 cables westward from outer end of South pier.

Lat. $3^{\circ} 00' N.$, long. $101^{\circ} 23' E.$ (*approx.*).

Description.—A sunken obstruction.

(ii) Buoy:

Position.—Marking the above obstruction and replacing No. 1 mooring-buoy which has been withdrawn.

Description.—A green buoy.

Remarks.—The note "Obstruction (1922)" is to be inserted against this position on the chart.

(iii) Mooring-buoys renumbered:

Position.—Westward of North pier.

Details.—Nos. 2 and 3 mooring-buoys have been renumbered 1 and 2 respectively.

(iv) Mooring-buoy established:

Position.—At a distance of 3,515 feet (1,071m4) 257° from the fixed red light on outer end of Passenger pier.

Description.—Mooring buoy No. 3.

Remarks.—The anchorage symbol shown in this position is to be erased from the chart.

Charts affected.—No. 1009, Approaches to Perak river.

" 2153, Port Swettenham.

" 3453, Klang strait and approaches.

" 3766, North approach to Klang strait.

" 794, Pulo Berhala to Cape Rachado.

" 1355, Malacca strait.

Publications.—List of Lights, Part VI, 1922, Nos. 750a, 752a, 754, 755, 756.

China Sea Pilot, Vol. I, 1916, pages 210, 211, 212, 216.

Authority.—Harbour Master, Port Swettenham. (H. 5128-22.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Hillsborough Channel—Amendments to Chart with regard to decreased Depths.

No. 425 (third publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1436 of 1922), are republished:—

Position.—Brampton island summit, lat. 20° 48' S., long. 149° 18' E. (approx.).

Details.—The accompanying reproduction of a portion of chart No. 347 shows the necessary amendments to the chart with regard to decreased depths south-westward of Brampton island.

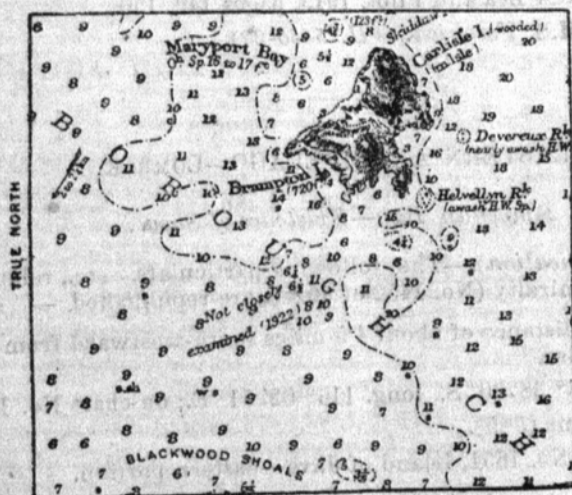
Note.—A further examination will be made at the first opportunity.

Charts affected.—No. 347, Percy isles to Whitsunday island.

" 2763, Coral sea and Great Barrier reefs—sheet 1.

Publication.—Australia Pilot, Vol. IV, 1917, page 123.

Authority.—H.M. Surveying Vessel *Fantome*. (H. 5382-22.)



Reproduction of Portion of Chart No. 347

0 5 10 Sea Miles

BORNEO—SARAWAK RIVER, MORATABAS ENTRANCE.

Po Point—Rocks reported north-eastward of.

No. 426 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1437 of 1922), are republished :—

Position.—Po point lighthouse, lat. $1^{\circ} 43' N.$, long. $110^{\circ} 31' E.$ (approx.).

Rocks :

(a) *Position.*—At a distance of 2.00 miles 023° from Po point lighthouse.

(b) *Position.*—At a distance of 2.70 miles 022° from Po point lighthouse.

Details.—The symbol for a rock awash is to be inserted on the charts in each of the above positions together with the note "*Rep^d* (1922)."

Charts affected.—No. 1822, Sarawak river.

„ 1746, Api point to Sarawak river.

„ 2106, Sarawak river to Cape Sirik.

„ 2660a, China sea, southern portion—Western sheet. (b).

Publication.—China Sea Pilot, Vol. IV, 1912, pages 73, 74.

Authority.—Commander-in-Chief, China Station. (H. 5238-22.)

NEW ZEALAND, NORTH ISLAND—BAY OF ISLANDS.

Port Russell—Existence of Shoals.

No. 427 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1451 of 1922), are republished :—

Position.—Kororarika bay pier light, lat. $35^{\circ} 16' S.$, long. $174^{\circ} 09' E.$ (approx.).

Shoals :

Positions.

Distance and bearing from
above pier light.

Depths.

(a)	14.75 cables	313°	..	2½ fathoms (5 ^m 0).
(b)	6.40 „	315°	...	A quarter of a fathom (0 ^m 5).
(c)	5.50 „	310°	...	2½ fathoms (5 ^m 0).
(d)	12.50 „	285°	...	2½ „ (5 ^m 0).
(e)	6.70 „	220°	...	2½ „ (4 ^m 1).

Remarks.—The 3 fathom (5^m5) contour line southward of shoal (e) is to be extended on the charts to include this shoal.

Chart affected.—No. 1090, Bay of Islands.

Publication.—New Zealand Pilot, 1919, pages 149, 150.

Authority.—H.M.S. *Veronica*. (H. 5550-22.)

EASTERN ARCHIPELAGO—LOMBOK.

Ampenan Bay—Existence of Shoal.

No. 428 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1452 of 1922), are republished :—

Position.—At a distance of about 4.5 miles south-westward from Ampenan lighthouse.

Lat. $8^{\circ} 38' 30'' S.$, long. $116^{\circ} 02' 51'' E.$, on chart No. 1654.

Depth.—3 fathoms (5^m5).

Chart affected.—No. 1654, Island of Java—eastern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 217, 218.

Authority.—Hague Notice No. 1740 of 1922. (H. 5708-22.)

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Little Redang Island—Rock reported westward of.

No. 429 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1453 of 1922), are republished :—

Position.—At a distance of about 5·5 miles westward from the summit of Little Redang island (Pulo Bedung).

Lat. $5^{\circ} 38' 00''$ N., long. $102^{\circ} 59' 00''$ E., on chart No. 998.

Details.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts in the above position, together with the note “*Rep^d. (1922).*”

Remarks.—The above rock is reported by the master of the Norwegian S. S. *Hafthor*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads.
 „ 1355, Malacca strait.
 „ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 118.

Authority.—Master Attendant, Singapore. (*H. 5834-22.*)

JAPAN—INLAND SEA, GULF OF OSAKA.

Osaka Road—Non-existence of Wrecks.

No. 430 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1454 of 1922), are republished :—

Former Notices.—Nos. 116 and 1180 of 1922. (*This Office Nos. 97 and 370 of 1922.*)

(a) *Position.*—At a distance of 3·73 miles 255° from the light on the end of the southern breakwater at the entrance to Osaka harbour.
 Lat. $34^{\circ} 37' N.$, long. $135^{\circ} 19' E.$ (*approx.*).

Description.—Wreck of a sailing vessel sunk in the year 1921.

(b) *Position.*—At a distance of approximately 5 miles 262° from the light on the end of the southern breakwater at the entrance to Osaka harbour.

Lat. $34^{\circ} 38' N.$, long. $135^{\circ} 18' E.$ (*approx.*).

Description.—Wreck of a sailing vessel sunk in the year 1922.

Remarks.—The above wrecks (a) and (b) have disappeared and are to be expunged from the charts accordingly.

Charts affected.—No. 16, Kobe and Osaka.
 „ 3566, Izumi nada and Harima nada.
 „ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 360 of 1922. (*H. 5697-22.*)

SUMATRA, WEST COAST—MENTAWI ISLANDS, NORTH PAGAL.

Simanganja Road—Existence of Reef.

No. 431 (third publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1463 of 1922), are republished :—

Position.—At a distance of 0·46 of a mile 046° from the entrance to the small river at Simanganja.

Lat. $2^{\circ} 36' S.$, long. $100^{\circ} 08' E.$ (*approx.*).

Depth.— $1\frac{1}{2}$ fathoms ($2^m 7$).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan of Simanganja road.

Publication.—China Sea Pilot, Vol. I, 1916, page 462.

Authority.—Hague Notice No. 1791 of 1922. (*H. 5844-22.*)

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 29, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

A. MARR,

Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 17th November 1922.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel not to be removed in January 1923.

No. 458-I (first publication).—

Subject.—The South Patches light-vessel “Sarsuti” will not be removed from her station in January 1923.

Position.—Lat. $21^{\circ} 29\frac{1}{2}'$ N., long. $91^{\circ} 37\frac{1}{2}'$ E.

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 630.

Bay of Bengal Pilot, 1921, page 326.

Authority.—Port Officer, Chittagong, letter No. 1816, dated the 11th November 1922.

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Cone Clump—Reef south-eastward of ; Non-existence of Rock south-eastward of.

No. 459 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1566 of 1922), are republished :—

Former Notice.—No. 2114 of 1921. (*This Office No. 33 of 1922.*)

(a) Reef south-eastward of :

Position.—The centre of the reef is at a distance of 1·4 miles, 184° , from the centre of the islet situated near the shore eastward of, the Cone clump.

Lat. $11^{\circ} 23'$ N., long. $99^{\circ} 35'$ E. (*approx.*).

Description.—A reef of rocks awash about half a mile in extent in a northerly and southerly direction.

(b) Non-existence of rock south-eastward of :

Position.—At a distance of about $2\frac{1}{2}$ miles south-eastward from the islet referred to above.

Lat. $11^{\circ} 22' N.$, long. $99^{\circ} 36' E.$ (*approx.*).

Details.—The rock marked "P.D." with a depth of less than 6 feet (1^m8) is to be expunged from the charts.

Charts affected.—No. 2719, Lem Tane to Koh Ta kut.
 „ 2414, Gulf of Siam,

Publication.—China Sea Pilot, Vol. III., 1912, page 133.

Authority.—Bangkok Notice No. 190 of 1922. (*H. 6247-22.*)

CHINA SEA—GASPAR STRAIT.

Shoalwater Island (Sie-Medang)—Reef north-westward of.

No. 460 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1582 of 1922), are republished :—

Position.—At a distance of 0.9 of a mile 341° from the lighthouse on the south-western side of the island.

Lat. $3^{\circ} 18' S.$, long. $107^{\circ} 13' E.$ (*approx.*).

Details.—The above position is to be encircled with a danger line on the charts and the note "Dries" inserted against it.

Charts affected.—No. 2137, Gaspar strait.
 2149, Banka and Gaspar straits.

Publication.—China Sea Pilot, Vol. II, 1915, page 140.

Authority.—Hague Notice No. 1927 of 1922. (*H. 6325-22.*)

CHINA SEA—BANKA, NORTH-EAST COAST.

Liat Bay—Light-Buoy established.

No. 461 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1583 of 1922), are republished :—

Position.—On the north-western side of Liat rock, at a distance of 7.50 miles 338° from centre of Malang Tetee (Tate rock).

Lat. $1^{\circ} 49' S.$, long. $106^{\circ} 11' E.$ (*approx.*).

Description.—A light-buoy, painted white, exhibiting an *occulting white light every twenty seconds*, thus :

Light,	eclipse,
10 sec.	10 sec.

Charts affected.—No. 2597, Banka strait.
 „ 2149, Banka and Gaspar straits.
 „ 941a, Eastern archipelago—sheet I.

Publication.—China Sea Pilot, Vol. II, 1915, page 181.

Authority.—Hague Notice No. 1536 of 1922. (*H. 4925-22.*)

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse—Provisional Light established.

No. 462 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1596 of 1922), are republished :—

Former Notice.—No. 876 of 1922. (*This Office No. 289 of 1922.*)

Position.—On the southern extremity of Tsu sima, on the site of the lighthouse (destroyed) mentioned in the former Notice.

Lat. $34^{\circ} 05' N.$, long. $129^{\circ} 13' E.$ (*approx.*).

Temporary abridged description.—Lt. F. 217 feet, *vis.* 8 m.

Characteristics:

Character.—Fixed white.

Elevation.—217 feet (66 1).

Visibility.—8 miles, from 242° through west to 107°.

Structure.—Wooden pillar, 10 feet (3^m0) in height.

Power.—Under 100 candles.

Remarks.—The provisional light will continue to be exhibited during the process of re-building the lighthouse. Further Notice will be given.

Charts temporarily affected.—No. 2385, Tsu sima.

„ 3366, Fusan harbour to Port Hamilton.

„ 104, Korean archipelago, southern portion.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 3480, Shantung promontory to Nagasaki.

„ 1263, China sea.

Publications.—List of Lights, Part VI, 1922, No. 1908.

Japan Pilot, 1914, page 543.

Authority.—Tokyo, Department of Communications Notice No. 1521 of 1922 (H. 6335-22.)

CHINA, EAST COAST—YANG TSE KIANG, SOUTHERN APPROACH.

West Volcano Island—Wreck southward of.

No. 463 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1597 of 1922), are republished:—

Position.—At a distance of 7.50 miles 181° from West Volcano island lighthouse.

• Lat. 30° 13' N., long. 121° 51' E. (approx.).

Description.—Sunken wreck of a large junk.

Charts affected.—No. 1124, Southern approach to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 638 of 23rd August 1922. (H. 6433-22.)

TASMANIA—EAST COAST.

St. Helen's Point—Rock eastward of.

No. 464 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1599 of 1922), are republished:—

Position.—At a distance of about 1½ miles eastward from St. Helen's point.

Lat. 41° 16' 45" S., long. 148° 24' 30" E. (approx.), on chart No. 1079.

Depth.—2 fathoms (3^m7).

Note.—The note "(P.A.) Breaks in heavy weather" is to be inserted against the above rock on the chart.

Chart affected.—No. 1079, Tasmania.

Publication.—Australia Pilot, Vol. II, 1918, page 425.

Authority.—Melbourne Notice No. 6 of 1922. (H. 6440-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY, TANGA BAY APPROACH.

Ulenge Island Light—Alteration in Characteristics.

No. 465 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1607 of 1922), are republished:—

Position.—On the north-eastern point.

Lat. 5° 01' S., long. 39° 10' E. (approx.).

New abridged description.—Lt. F. & Gp. Fl. (2) ev. 10 sec., 85 ft., vis. 15 m.

Details.—The fixed white light has been replaced by a *fixed and group flashing white light showing two flashes every ten seconds*, thus :

Flash,	eclipse,	flash,	eclipse,
0.25 sec.	2.00 sec.	0.25 sec.	7.50 sec.

Elevation.—85 feet (25^m 9).

Visibility.—15 miles.

Structure.—Black and white stone tower, 85 feet (25^m 9) in height.

Charts affected.—No. 663, Mansa and Tanga bays.

„ 1390, Chale point to Pangani.

„ 664, Zanzibar to Malindi.

„ 597, Delagoa bay to Crpe Guardafui.

Publications.—List of Lights, Part VI, 1922, No. 124.

Africa Pilot, Part III, 1915, page 450 ; Supplement No. 5, 1921.

Authority.—Director of Marine, Dar es Salaam. (H. 6254-22.)

NEW ZEALAND NORTH ISLAND—HAURAKI GULF.

Tiri-Tiri Matangi Light—Red Sector discontinued.

No. 466 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1611 of 1922), are republished :—

Position.—Near the south-eastern end of the island.

Lat. 36° 36' S., long. 174° 54' E. (*approx.*).

New abridged description.—Lt. F. 300 ft. vis. 23 m.

Details.—The fixed red and white light has been replaced by a *fixed white light*. The red sector, which formerly showed to the northward, has been discontinued and is to be expunged from the charts accordingly. The remaining characteristics are unaltered.

Charts affected.—No. 1998, Omaha bay to Tiri Tiri Matangi.

„ 3565, Bream head to Tepaki point.

„ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

Publication.—List of Lights, Part VI, 1922, No. 2873.

Authority.—Wellington Notice No. 42 of 1922. (H. 6443-22.)

AUSTRALIA, QUEENSLAND—TORRES STRAIT.

Endeavour Strait—Existence of Shoal.

No. 467 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1630 of 1922), are republished :—

Position.—Northward of Red Wallis island.

Lat. 10° 50' 00" S., long. 142° 01' 30" E., on chart No. 437.

Depth.—3½ fathoms (6^m 9).

Charts affected.—No. 437, Albany pass to Booby island.

„ 2375, Torres strait, western channels.

„ 2354, Cape Grenville to Booby island.

Publication.—Australia Pilot, Vol. III, 1916, page 222.

Authority.—H. M. Surveying Vessel *Fantome*. (H. 6604-22.)

KOREA, SOUTH-EAST COAST.

Fusan Harbour—Dredging in Progress.

No. 468 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1631 of 1922), are republished :—

Position.—Uno Se (Channel rock) light-beacon, lat. 35° 07' N., long. 129° 04' E. (*approx.*).

Details.—The dredgers *Kingo Maru* and *Priestman* will be at work, until 31st March 1925, within an area bounded by the following positions :—

- | | | | | | | |
|-----|------------|------|------|--------|----------------|---------------|
| (a) | 4.4 cables | 299° | from | Uno Se | (Channel rock) | light-beacon. |
| (b) | 11.3 " | 305° | " | " | " | " |
| (c) | 12.4 " | 274° | " | " | " | " |
| (d) | 10.8 " | 268° | " | " | " | " |
| (e) | 9.0 " | 282° | " | " | " | " |

Vessels are to proceed with caution when passing the dredgers.

The *Kingo Maru* will exhibit a black ball by day and red lights by night. The *Priestman* will exhibit the regulation lights for a vessel at anchor.

The above area is to be marked out by a pecked line on the charts and the note "*Dredging in progress (1922)*" is to be inserted within this area.

Chart affected.—No. 1259, Fusan harbour.

Publication.—E.C. Korea, &c., Pilot, 1913, pages 77, 80.

Authority.—Tokyo Notice No. 400 of 1922. (H. 6493-22.)

JAPAN—HONSHU, EAST COAST.

Ofunato Harbour Entrance—Existence of Shoals and Shoaler Depth.

No. 469 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1632 of 1922), are republished :—

(1) Shoals :

- (a) *Position.*—At a distance of about 5 cables eastward from Goishi saki and 9.0 cables 170° from the eastern islet of Tobi iso.

Lat. 38° 59' N., long. 141° 46' E. (approx.).

Depth.—3 fathoms (5^m5).

Remarks.—The name "*Asa ne*" is to be inserted against it.

- (b) *Position.*—At a distance of about 1½ cables northward of (1) (a) and 7.6 cables 172° from the eastern islet of Tobi iso.

Depth.—2½ fathoms (4^m6).

Remarks.—The name "*Oashi ne*" is to be inserted against it.

- (c) *Position.*—South-eastward of O Shima and 10.4 cables 043° from the eastern islet of Tobi iso.

Depth.—3 fathoms (5 5).

Remarks.—The name "*Myojin dashi*" is to be inserted against it.

(2) Shoaler depth :

Position.—At a distance of about one cable southward of (1) (c) and 9.6 cables 046° from the eastern islet of Tobi iso.

Depth.—8 fathoms (14^m6).

Remarks.—The 10 fathom (18^m3) line, in this locality, is to be extended to the southward to include this depth.

Charts affected.—No. 806, Sendai bay to Miyako bay, with plan of Ofunato harbour.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.
(1). (b).

Publication.—Japan Pilot, 1914, pages 244, 245.

Authority.—Tokyo Notice No. 397 of 1922. (H. 6491-22.)

JAPAN—HONSHU, EAST COAST.

Hirota Wan—Existence of Shoal.

No. 470 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1633 of 1922), are republished :—

Position.—At a distance of 9.8 cables 191° from Yonega saki lighthouse.

Lat. 38° 59' N., long. 141° 40' E. (approx.).

Depth.—1½ fathoms (2^m7).

Remarks.—The name "*Onaga ne*" is to be inserted against it.

Charts affected.—No. 3216, Plan of Hirota wan.

„ 806, Sendai bay to Miyako bay.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

Publication.—Japan Pilot, 1914, page 243.

Authority.—Tokyo Notice No. 397 of 1922. (H. 6491-22.)

AUSTRALIA, EAST COAST—PORT OF HINCHINBROOK.

Hinchinbrook Channel, northern entrance—Navigation in.

No. 471 (*first publication*).—The Portmaster, Brisbane, has given Notice (No. 4 of 1922) that the northern entrance to Lucinda Point is now marked as follows :—

From Hecate Point to Bluff—

Two Black Buoys

One Red Triangular Pile Beacon

Six pairs of Leading Beacons.

From the Bluff to Wharf—

One Red Buoy

Two White Steering Marks

Three Red Triangular Beacons, marking Dungeness Bank.

The beacons and steering marks are triangular in shape, and the steering marks are painted white with a black centre line.

DIRECTIONS FOR USE.

Vessels when abreast of Hecate Point, three-quarters of a mile distant, should steer S.E. for about three miles, then bring Mangrove Island a little on the starboard bow and steer with it in that position. A black buoy will soon be seen on the port bow ; steer so as to pass it a cable off on the port hand ; when the buoy is abeam bring (No. 1 lead) two triangular beacons in line ahead bearing S. 64° E ; steer for them until the No. 2 leads—which will be seen on the Port beam—come into line bearing N. 25° W ; bring them in line astern and keep them so until Mangrove Point comes on with Woody Hill, abeam, or Mangrove Island with Scraggy Point, astern ; bring the latter on astern and steer for the large gap on Hinchinbrook, No. 3 Leads will then be seen ahead ; bring them in line bearing S. 54° E. and steer for them until No. 4 Leads come in line bearing S. 2° W. ; steer for them until the black buoy on the spit north of Leafe Peak is abeam ; then steer for the toe of Leafe Peak, passing it one cable's length on the Port hand ; keep on at that distance from the Island shore until Haycock Island, which is steep to, opens up ; then steer for it and pass it at a reasonable distance on the Port hand ; continue a mid-channel course until abreast of the next point, then follow the Island shore at two cables' length distant until the No. 5 leads on the northern bank of Seymour River come in line astern, bearing S. 81° W. ; steer with them in that position until the leads (No. 6) on the Bluff are in sight ahead ; bring them in line bearing N. 82° E. and steer for them until abreast of the Bluff, passing a red triangular beacon off the Seaforth River on the Starboard hand ; keep a reasonable distance off the Island shore and steer to pass a red buoy a ship's length on the Starboard hand ; haul round this buoy and bring the two leading marks on South Point in line astern ; pass three triangular beacons on the Dungeness bank on the Starboard hand. When nearing the Jetty bring up, or moor alongside, according to circumstances.

By following the directions a minimum depth of 21 feet at L.W.O.S.T. is available.

All bearings are Magnetic.

Charts affected : Nos. 2763 and 2349 ; Australia Pilot, Vol. 4, Page 183.

AUSTRALIA, EAST COAST.

South Channel, Wide Bay Bar—Navigation in.

No. 472 (*first publication*):—

The Portmaster, Brisbane, has given Notice (No. 5 of 1922) that the front beacon on Hook Point has been shifted some distance to the northward. The directions now to be observed are as follows :—

The triangular beacons on Hook Point bearing about N. 83 degrees W. must be brought into line before crossing the Bar. Keep them so until the triangular beacons on Inskip Point are brought into line, then proceed as formerly.

By following these directions a minimum depth of 10 feet O. L. W. S. will be obtained at present.

Charts affected.—Nos. 3623 and 1030 ; Australia Pilot, Vol. 3, pages 119, 120, and 121.

SOUTH INDIAN OCEAN—MAURITIUS, NORTH COAST.

Flat Island Light—Alteration in Character.

No. 473 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1922), are republished :—

Former Notice.—Admiralty No. 1400 of 1922. (*This office No. 422 of 1922.*)

Position.—On Summit of south-west point of Flat Island.

Lat. $19^{\circ} 53' S.$, long. $57^{\circ} 39' E.$ (approx.).

Details.—On and after 1st November 1922, the character of the white light flashing every minute, will be altered to a group flashing white light every 15 seconds.

Remarks.—Further notice will be issued when full particulars are available.

Note.—The above light on certain copies of chart No. 711, is shown as a revolving white light.

Charts affected.—No. 711, Mauritius or the Isle of France.

„ 2899, Chagos Archipelago to Madagascar.

„ 748a, Indian Ocean, southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.

South Indian Ocean Pilot, 1911, page 115.

Authority.—The Harbour Master, Port Louis.

INDIA, WEST COAST.

Jaigarh Outer Light—Occulting Light re-exhibited.

No. 474 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1922), are republished :—

Former Notice.—No. 80M. of 1921. (*This office No. 180 of 1921*) hereby cancelled.

Position.—On western point of Jaigarh headland.

Lat. $17^{\circ} 18' N.$, long. $73^{\circ} 11' E.$ (approx.).

Details.—The Jaigarh outer light is re-established as occulting light from the 18th October 1922.

The period of occultation is reported to be every 17 seconds, thus :—

Light.	Eclipse.
11 sec.	6 sec.

Note.—Light exhibited bright. Correct period of occultation will be notified later.

Charts which were temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Vizadrag.

„ 826, Karaçni to Vengurla.

Publications.—West Coast of India Pilot, 1915, page 203.

Admiralty List of Lights, Part VI, 1922, No. 410.

Indian List of Lights, 40th issue, 1921, No. 108.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 2nd November 1922.

INDIA, WEST COAST—SOUTH KONKAN COAST.

Harnai (Herne)—Fixed White Light temporarily exhibited.

No. 475 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1922), are republished :—

Position.—Lat. $17^{\circ} 48' N.$, long. $73^{\circ} 06' E.$ (approx.).

Details.—A temporary fixed bright light is exhibited from the Harnai Light tower from about 7th November 1922, and will continue to be so exhibited during the time the permanent red fixed light is under repairs.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publications.—Admiralty List of Lights, Part VI, 1922, No. 404.

Indian List of Lights, 40th issue, 1921, No. 104.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 4th November 1922.

INDIA, WEST—TRAVANCORE COAST.

Entrance to Quilon Inner Anchorage—Buoys replaced in position.

No. 476 (first publication).—

With reference to this Office Notice to Mariners No. 203 of 1922, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 10th October 1922, that the buoys marking the entrance to the inner anchorage, Quilon, have been replaced in position as follows—

North (red) buoy bears from the Quilon Flagstaff N. 59° E Mag : distance about $8\frac{1}{2}$ cables.

South (black) buoy bears from the Quilon Flagstaff N. $33\frac{1}{2}^{\circ}$ E Mag : distance about $9\frac{1}{2}$ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Roads, inset on sheet XII West Coast of India, with reference to these buoys.

NOTE—The Flagstaff and the tall red chimney of Messrs. Harrison and Crossfield when in one bears N $45\frac{1}{2}^{\circ}$ E Mag : and leads over the South edge of the $4\frac{1}{2}$ fathom patch in the entrance channel. The chimney should be kept open slightly to the South when passing through the channel.

INDIA, WEST—TRAVANCORE COAST, KOLACHEL ANCHORAGE.

Patna rock, red buoy—Replaced in position.

No. 477 (first publication).—With reference to Notice to Mariners No. 204 of 1922, issued by this Office, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 9th September 1922, that the Patna rock, red buoy, has been replaced in position.

CHINA—YANGTZE RIVER ROUTE : VINE POINT TO PITMAN-KING ISLAND.

Vine Point Channel closed and its buoyage discontinued.

No. 478 (first publication).—The Coast Inspector, Shanghai, has given Notice (No. 761 of 1922) that a recent re-sounding of the Vine Point Channel for deep-draught vessels, Yangtze River, shows that this channel has shoaled and is no longer safe for navigation. In consequence this channel is now closed and its buoyage discontinued.

All vessels should now proceed through the channel along the left bank of the river from Vine Point towards the Custom House at Tienshengkiang, which bank should be left at a point about 1.7 miles below the Custom House, and the crossing of the river to Pitman-King Island made on a line drawn from this point to Pitman Light-beacon (S. 69° W., magnetic).

The 9th November 1922.

EASTERN ARCHIPELAGO—MADURA, SAPUDI STRAIT.

Kalianget—Leading lights established.

No. 445 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1482 of 1922), are republished :—

Front light :

Position.—At a distance of about 3 cables south-eastward from the salt factory and 18.4 cables 105° from the entrance to Marengan river.

Lat. $7^{\circ} 03' S.$, long. $113^{\circ} 56' E.$ (approx.).

Abridged description.—Lt. F. R. 26 ft., vis. 9 m.

Characteristics :

Character.—Fixed red.

Elevation.—26 feet (7m9).

Visibility.—9 miles.

Power.—600 candles.

Structure.—White iron framework.

Rear light:

Position.—At a distance of 0·80 of a cable 029° from front light.

Abridged description.—Lt. F. R. 52 ft., vis. 11 m.

Characteristics:

Character.—Fixed red.

Elevation.—52 feet (15^m8).

Visibility.—11 miles.

Power.—600 candles.

Structure.—White iron framework.

Remarks.—The front leading light is obscured by the land over Tanjong Talangu and to the eastward. The rear leading light is obscured by trees on the bearing of 355°. The lights in line 029° lead into Sumenep bay from the southward.

Charts affected.—No. 934, Plans of Sumenep bay and Sapudi strait.

„ 1654, Island of Java—eastern portion.

Publications.—List of lights, Part VI, 1922, Nos. 919a, 919b.

Eastern Archipelago Pilot, Part II, 1913, pages 168, 169.

Authority.—Hague Notice No. 1792 of 1922. (H. 5706-22.)

INDIAN OCEAN—SEYCHELLES, MAHE ISLAND.

Port Victoria Approach—Shoal water reported.

No. 446 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1495 of 1922), are republished:—

Position.—At a distance of 2·5 cables 004° from the fixed red light on the northern end of reef situated on southern side of the channel leading to the inner harbour.

Lat. 4° 37' S., long. 55° 28' E. (approx.).

Details.—The 10 fathoms (18^m3) depth in above position is to be expunged from the chart and the note “*Shoal Water Repd. (1922)*” is to be inserted in the vicinity.

Chart affected.—No. 722, Approaches to Port Victoria (Seychelles).

Publication.—South Indian Ocean Pilot, 1911, page 57.

Authority.—H.M.S. *Southampton*, Hyd. Note No. 4 of 1922. (H. 5788-22.)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

Sangley Point light—Amended sectors.

No. 447 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1503 of 1922), are republished:—

Former Notice.—No. 387 of 1922. (This office No. 154 of 1922.)

Position.—Sangley point, lat. 14° 30' N., long. 120° 55' E. (approx.).

Details.—The alternating white and red light is now visible from 082° through east to 097°; Obscured thence to 122°; Visible thence through south to 347°; Partially obscured thence to 039°; Obscured thence to 066°; Partially obscured thence to 082°.

Charts affected.—No. 3487, Manila and Kavite anchorages.

976, Manila bay.

Authority.—U. S. Hydrographer and U. S. Hyd. Office Notice No. 1749 of 1922. (H. 3153-22.)

SOUTH AFRICA—NATAL.

Sordwana Road and Kosi River entrance—Amendments to chart with regard to shoals and depths.

No. 448 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1922), are republished:—

Positions.—(a) Site of flagstaff, Sordwana road, lat. 27° 33' S., long. 32° 43' E. (approx.).

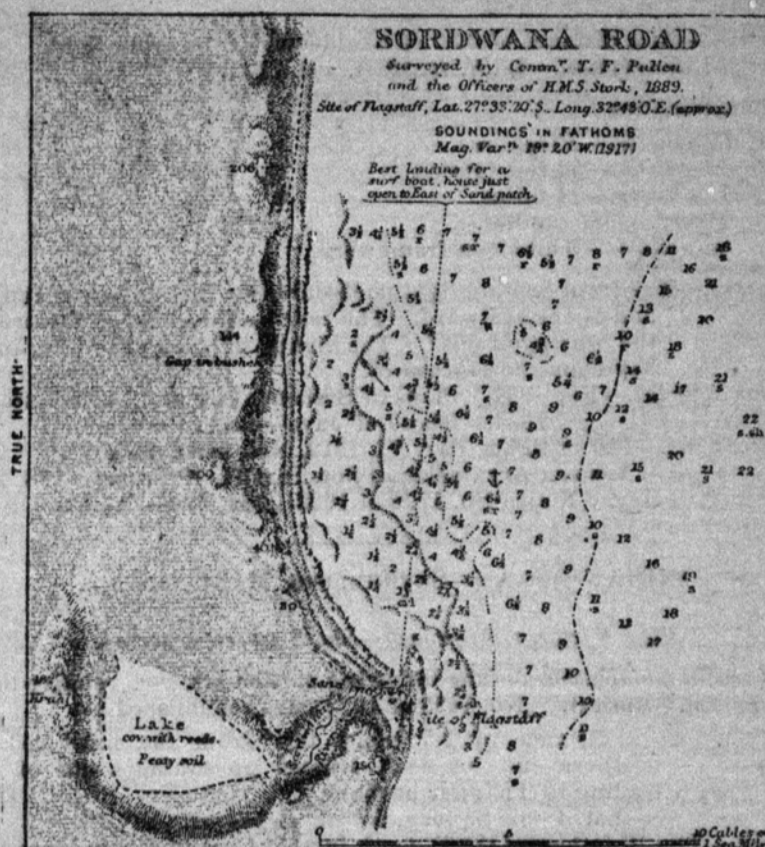
(b) Kosi river entrance, lat. 26° 53' S., long. 32° 54' E. (approx.).

Details.—The accompanying reproduction of the plans of Sordwana road and entrance to Kosi river on chart No. 2089 shows the necessary amendments to the chart with regard to shoals and depths in the two localities referred to.

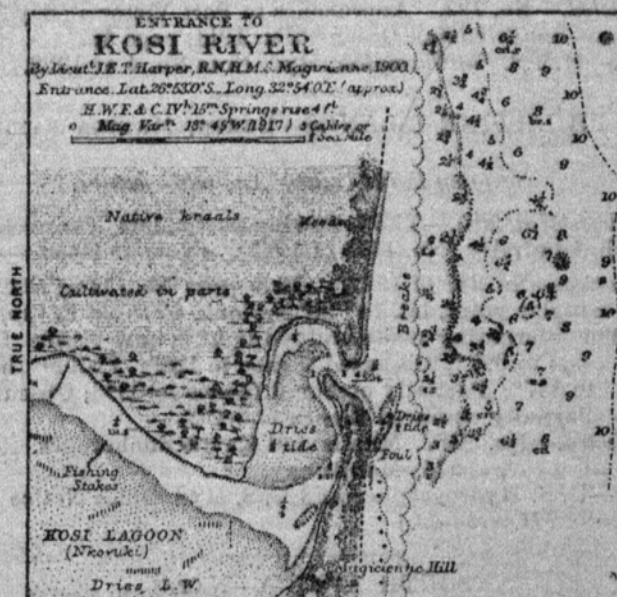
Chart affected.—No. 2089, Plans of Sordwana road and Entrance to Kosi river.

Publication.—Africa Pilot, Part III, 1915, pages 185, 186.

Authority.—South African Railways and Harbours. (H. 5135-22.)



Reproduction of Portions of Chart No. 2089.



SOUTH INDIAN OCEAN.

Mauritius W-T Station closed.

No. 449 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1516 of 1922), are republished:—

Former Notice.—No. 97 of 1922. (This office No. 94 of 1922.)

Position.—Lat. $20^{\circ}10'$ S., long. $57^{\circ}35'$ E. (approx.).

Remarks.—Mauritius W-T station has been closed, and is to be expunged from the charts.

Charts affected.—No. 748a, Indian ocean—southern portion.

„ 3879, Telegraph chart of The World—sheet II.

Authority.—Commander-in-Chief, East Indies station. (H. 5749-22.)

INDIAN OCEAN.

Seychelles Group—Shoal depth and discoloured water reported eastward of.

No. 450 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1517 of 1922), are republished:—

(a) Shoal depth :

Position.—At a distance of about 23 miles eastward of Mary Anne island.

Lat. $4^{\circ} 20' 30''$ S., long. $56^{\circ} 18' 00''$ E., on chart No. 721.

Depth.—18 fathoms (32^m9), coral.

(b) Discoloured water :

Position.—Lat. $4^{\circ} 20' 30''$ S., long. $56^{\circ} 19' 00''$ E., on chart No. 721.

Details.—Discoloured water, apparently indicating the existence of a shoal, was observed extending for a distance of about 2 miles in a 335° and 155° direction, the centre of which was in the above position.

Remarks.—The above shoal depth and discoloured water are reported by the master of the cable ship *Cambria*.

The note "*Discol. water repd. (1922)*" is to be inserted against the above position on the charts.

The 100 fathom (182^m9) line is to be amended in this vicinity to pass about one mile eastward of position shown on the charts.

Charts affected.—No. 721, Seychelles group, &c.

" 2899, Chagos archipelago to Madagascar.

" 748b, Indian ocean—northern portion. (b).

" 2483, Atlantic and Indian oceans, &c. (b).

Publication.—South Indian Ocean Pilot, 1911, page 44.

Authority.—Eastern Telegraph Company. (H. 5933-22.)

NEW GUINEA—BISMARCK ARCHIPELAGO, NEW IRELAND.

Gazelle Channel—Obstruction reported.

No. 451 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1518 of 1922), are republished:—

Position.—At a distance of about 3 miles northward of northern end of Dialul (Sandwich) island.

Lat. $2^{\circ} 52' 00''$ S., long. $150^{\circ} 53' 30''$ E., on chart No. 2766.

Details.—The above position is to be encircled with a danger line on the charts and marked "*Obst. Repd. (1922)*."

Charts affected.—No. 2766, North-east coast of New Guinea, &c.

" 2759a, Australia—northern portion.

Publication.—Pacific Islands Pilot, Vol. 1, 1921, page 524.

Authority.—Melbourne Notice No. 5 of 1922. (H. 6012-22.)

KOREA, WEST COAST.

Chemulpo Approaches—Amendments to charts with regard to depths and shoals; Existence of rock and shoal.

No. 452 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1534 of 1922), are republished:—

(1) Amendments to charts :

Position.—Poung To, East channel.

Lat. $37^{\circ} 07' N.$, long. $126^{\circ} 23' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 3642 and 1258 show the necessary amendments with regard to depths and shoals in East and Flying Fish channels and their vicinities.

Note.—A new edition of chart No. 1270, dated 18th September 1922, embodying the above corrections, has been published.

(2) Existence of rock and shoal :

(a) Rock :

Position.—At a distance of 2.2 cables 257° from western point of Cat island.

Lat. $37^{\circ} 10' N.$, long. $126^{\circ} 23' E.$ (approx.).

Depth.—5 fathoms (9^m1), rock.

(b) Shoal :

Position.—At a distance of 10.2 cables 217° from the red beacon on White rock.

Lat. $37^{\circ} 13' N.$, long. $126^{\circ} 24' E.$ (approx.).

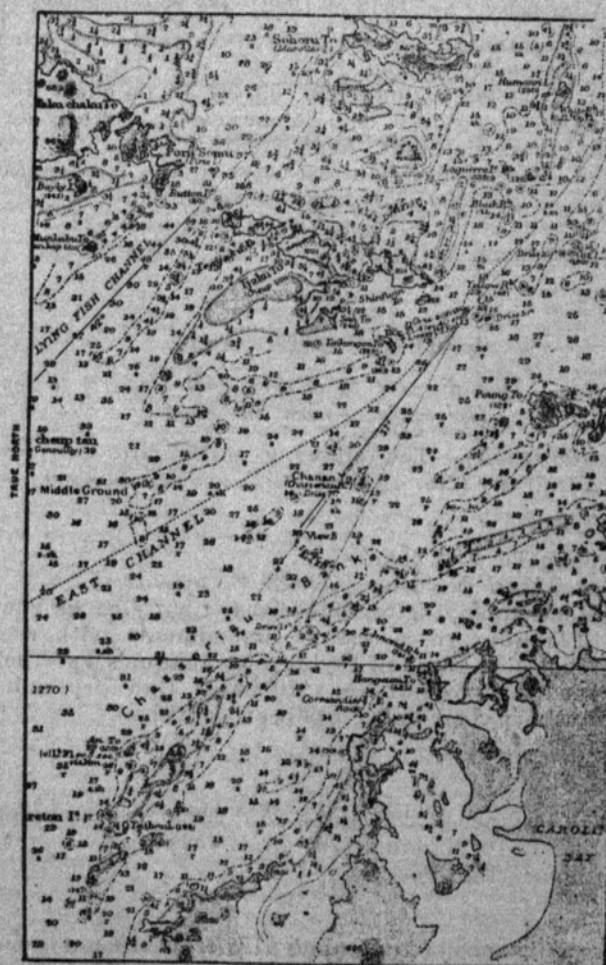
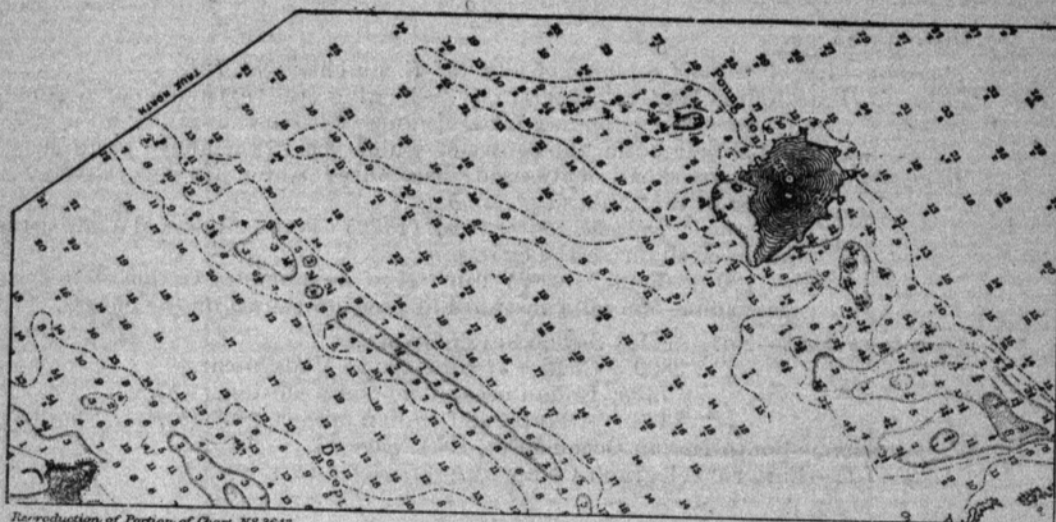
Depth.—5 fathoms (9^m1), sand.

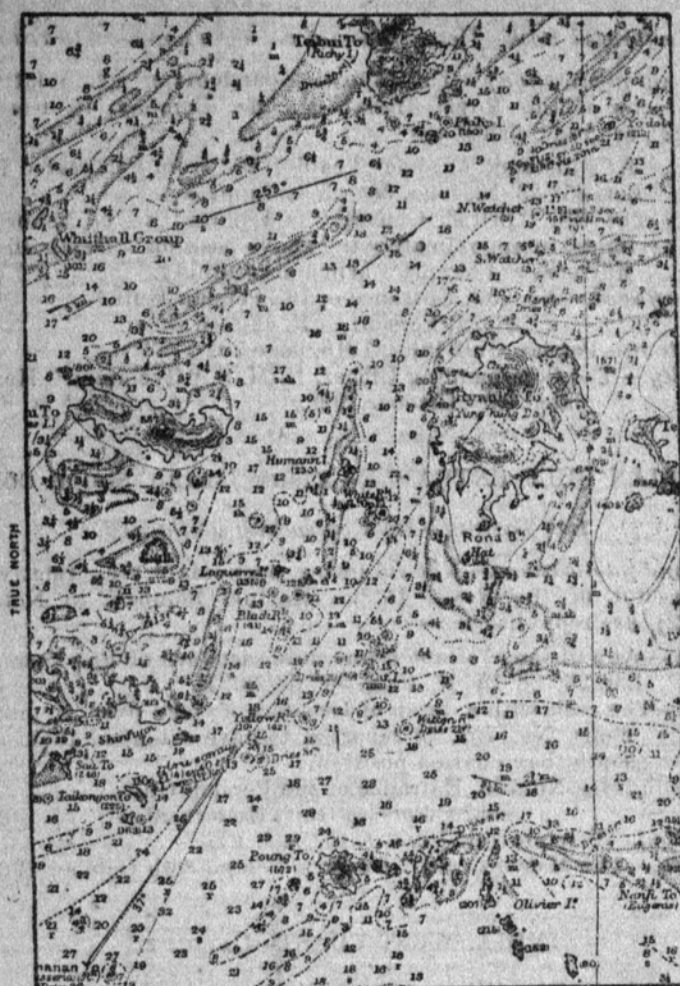
Remarks.—The above rock and shoal, which are to be inserted on chart No. 3642, are not included in the reproduction of the portion of that chart.

Charts affected.—No. 3642, A san anchorage and approaches.
 „ 1258, Approaches to Seoul.

Publication.—China Sea Pilot, Vol. V, 1912, pages 604, 605, 606, 607.

Authority.—Japanese Government Charts and Hydrographic Department.
 (H. 2765-22.)





Reproduction of Portion of Chart No. 1258

CHINA, EAST COAST—GULF OF PECHILI.

Ching Wang Tao Road—Obstruction dispersed.

No. 453 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1553 of 1922), are republished :—

Position.—At a distance of about 2½ cables westward from the fixed red light on the outer end of the breakwater.

Lat. $39^{\circ} 54' N.$, long. $119^{\circ} 36' E.$ (approx.).

Details.—Information has been received that the obstruction, reported in the year 1915, in above position has been dispersed. It is to be expunged from the charts accordingly.

Charts affected.—No. 2357, Ching wang tao road.

3378, Rocky point to Temple head.

Publication.—China Sea Pilot, Vol. V, 1912, page 511; Supplement No. 6, 1921.

Authority.—H. M. S. Curlew, Remark Book, 1922. (H. 6004-22.)

CHINA, SOUTH-EAST COAST—MIRS BAY.

Tolo Channel—Shoaler water reported.

No. 454 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1555 of 1922), are republished :—

Position.—Bush reef, lat. $22^{\circ} 27' N.$, long. $114^{\circ} 15' E.$ (approx.).

Details.—The note "Shoaler Water Repd. (1921)" is to be inserted on the charts in the passage between Bush reef and Harbour island between positions 2½ cables 325° and 3½ cables 026° respectively from Bush reef 2 feet (0m6) Δ .

Charts affected.—No. 3329, Tolo harbour and adjacent anchorages.

3474, Mirs bay.

3605, Hongkong to Mirs bay.

Publication.—China Sea Pilot, Vol. III, 1912, page 534.

Authority.—H. M. S. Carlisle. (H. 1441-22.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Vessel reported on shore north-eastward of.

No. 455 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1922), are republished :—

Position.—At a distance of about 3 cables, 20° from Perforated Rock.

Lat. 26° 23' N., long. 56° 23' E. (approx.).

Details.—The SS. "British General" is reported to be ashore. Showing no lights, in approximately the above position. Depth 16 feet.

Caution.—Mariners are hereby warned accordingly.

Charts affected.—No. 753, Entrance of the Persian Gulf.

" 2837a, Persian Gulf, eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Commanding Officer, H. M. S. "Cyclamen" Henjam, Telegram dated 23rd October 1922.

PERSIAN GULF ENTRANCE—KISHM ISLAND, SOUTH COAST.

Ras Tarkun—Rock extending southward.

No. 456 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87M. of 1922), are republished :—

Position.—At a distance of about one mile eastward of Ras Tarkun.

Lat. 26° 38' 15" N., long. 55° 38' 30" E.

Details.—The rock with a depth of less than 6 feet over it marked (P. A.) on chart No. 753, is reported to have extended about one mile further south than charted position.

Charts affected.—No. 753, Entrance of the Persian Gulf.

" 2837a, Persian Gulf, Eastern Sheet.

Publication.—Persian Gulf Pilot, 1915, page 211.

Authority.—The Master of SS. "Ferrara," dated 28th October 1922.

INDIA, WEST COAST—CALICUT.

Demolition of the old lighthouse tower.

No. 457 (second publication).—

Subject.—The old lighthouse tower standing on the beach situated half mile south of the new lighthouse tower is being demolished and that it no longer serves as a prominent land-mark.

Position.—Lat. 11° 15' N., long. 75° 46' E.

Colour of lighthouse.—White column.

Height of building from base to vane.—98 feet.

Charts affected.—No. 827, Vengurla to Cape Comorin.

" 747, Mount Dilli to Calicut.

" 64, Sacrifice rock to Beipur.

Publication.—West Coast of India Pilot, 1919, page 143.

Authority.—Madras Notice No. 77 of 1922.

The 3rd November 1922.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Middle Bank Light (U)—Distinguishing day mark to be fixed to structure.

No. 432 (third publication).—

Subject.—A distinguishing day mark, as described hereunder, will be fixed to the structure on Middle Bank, on or about 15th December 1922.

Position.—Lat. 33° 38' S., long. 137° 32½' E., on Chart No. 2389.

Details.—The distinguishing day mark will consist of a ball four feet six inches in diameter, painted white, suspended from an outrigger on the east side of the tower and a similar ball suspended from an outrigger on the west side. The balls will be twenty-two feet apart.

Remarks.—The other details of the light will remain unaltered.

Note.—No further notice will be given.

Chart affected.—No. 2389, St. Vincent and Spencer Gulfs.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2333.

Australia Pilot, Vol. I, 1918, page 220.

Authority.—Melbourne Notice No. 7 of 1922.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Shoalwater Point Light (U)—Color of structure altered.

No. 433 (third publication).—

Subject.—The color of the structure on Shoalwater Point has been altered from Red to White.*Position.*—Lat. $33^{\circ} 42\frac{1}{2}'$ S., long. $137^{\circ} 14\frac{1}{2}'$ E., on Chart No. 2389.*Alteration.*—The color of the steel frame tower carrying the lantern has been altered from Red to White. The tower and lantern are now painted white.*Remarks.*—The other details of the light remain unaltered.*Chart affected.*—No. 2389, St. Vincent and Spencer Gulfs.*Publications.*—List of Lights and Time Signals, Part VI, 1922, No. 2332. Australia Pilot, Vol. I, 1918, page 187.*Authority.*—Melbourne Notice No. 8 of 1922.

AUSTRALIA—SOUTH COAST—BASS STRAIT.

Cliffy Island Light—Intended alteration in Power and Phase.

No. 434 (third publication).—

Subject.—The power of the light on Cliffy Island will be increased and the phase of the light will be altered, on or about 20th January 1923.*Position.*—Lat. $38^{\circ} 57\frac{1}{2}'$ S., long. $146^{\circ} 42\frac{1}{2}'$ E., on Chart No. 1703.*Details.*—The power of the light will be increased, the period reduced from twelve seconds to eight seconds, and the duration of the flash reduced from two seconds to one second. The characteristics of the light will be as follows :—*Character.*—*Flashing White Light* every eight seconds, thus :—

Flash	Eclipse
1 sec.	7 secs.

Power.—87,500 candles.*Remarks.*—The other details of the light will remain unaltered.*Note.*—No further notice will be given.*Charts affected.*—No. 1703, Wilson Promontory.

" 3169, Port Phillip to Gabo Island.

" 1695a, Bass Strait.

Publications.—List of Lights and Time Signals, Part VI, 1922, No. 2496. Australia Pilot, Vol. II, 1918, page 182.*Authority.*—Melbourne Notice No. 9 of 1922.

PERSIAN GULF—EASTERN SHORE.

*Ganaveh—Provisional light established.**No. 435 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1922), are republished :—*Position.*—On a masthead, at the entrance of the Creek.Lat. $29^{\circ} 34'$ N. } (approx.).
Long. $50^{\circ} 31'$ E. }*Details.*—A provisional light about 30 feet high above sea level has been established by the Anglo-Persian Oil Company, Mohammerah, approximately in the above position.*Visibility.*—5 miles.*Note.*—A water-windmill 30-40 feet above ground level, recently erected by the above Company about 730 yards off the mouth of the Khor Khalil, makes a conspicuous landmark by day on this part of the coast.*Chart temporarily affected.*—No. 2837b, Persian Gulf, western sheet.*Publication.*—Persian Gulf Pilot, 1915, page 273.*Authority.*—Director of the Royal Indian Marine, Bombay.

INDIA, WEST COAST.

*Cochin harbour—Wreck of a cargo lighter.**No. 436 (third publication).*—The Presidency Port Officer, Madras, has given notice (No. 84 of 1922) that a cargo lighter lies sunk in the anchorage in 27 feet of water with—The Cochin lighthouse bearing S. $88\frac{1}{2}^{\circ}$ E. (True),
Mallipuram Flagstaff N. 31° E. (True),and constitutes a danger to vessels approaching the anchorage.
Mariners are warned accordingly.

EASTERN ARCHIPELAGO—FLORES SEA, TANA JAMPEA.

Labuan Marégé—Existence of a rock.

No. 437 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1922), are republished:—

Position.—At a distance of about three-quarters of a mile north-eastward of Ujong Kambangragi.

Lat. $7^{\circ} 08' 20''$ S., long. $120^{\circ} 41' 20''$ E.

Depth.—3 fathoms (5^m5), coral.

Remarks.—The anchorage symbol close to this position on the charts is to be expunged.

Charts affected.—No. 935, Plan of Tana Jampea.

„ 1696, Lombok to Flores.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 318.

Authority.—Hague Notice No. 1601 of 1922. (H. 5212-22.)

CHINA, SOUTH-EAST COAST—HONGKONG.

(1) *Green Island—Alteration in character and light.*

(2) *Wag Lan Islet—Alteration in fog-signal.*

No. 438 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1347 of 1922), are republished:—

(1) *Green Island—*

Position.—Lat. $22^{\circ} 17' N.$, long. $114^{\circ} 07' E.$ (approx.).

New abridged description.—Lt. Fl. Red & Wh. ev. 8 sec. 110 ft. vis 16 m.

Alteration.—The character of the light has been altered from occulting with red and white sectors to flashing, with red and white sectors, every eight seconds, thus—

Flash,	eclipse,
2 secs.	6 secs.

(2) *Wag Lan Islet—*

Position.—Lat. $22^{\circ} 11' N.$, long. $114^{\circ} 18' E.$ (approx.).

Alteration.—The explosive fog-signal has been replaced by a diaphone sounding one blast of two seconds duration every two minutes.

Remarks.—Should the diaphone become disabled a gun will be fired twice every ten minutes.

Charts affected.—No. 1466, Hongkong.

„ 3280, Hongkong waters, west. (1).

„ 3429, East Lamma channel. (1).

„ 3605, Hongkong to Mirs bay. (2).

„ 1180, Approaches to Hongkong.

„ 3026, Macas to Pedro Blanco, including Hongkong.

„ 1962, Hongkong to the Brothers.

„ 2661a, China sea, northern portion—western sheet.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung. (2).

Publications.—List of Lights, Part VI, 1922, Nos. 1514, 1525.

China Sea Pilot, Vol. III, 1912, pages 493, 496.

Authority.—Commander-in-Chief, China Station. (H. 5206-22.)

WESTERN AUSTRALIA.

Koombanah Harbour Entrance—Amendments to chart.

No. 439 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1353 of 1922), are republished:—

Position.—Koombanah harbour entrance, lat. $33^{\circ} 18' S.$, long. $115^{\circ} 38' E.$ (approx.).

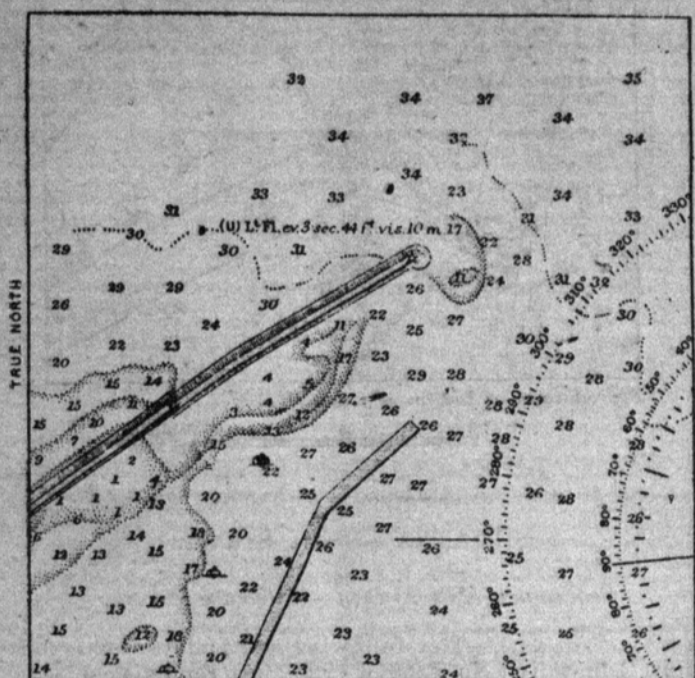
Details.—Amendments to the undermentioned plan on chart No. 1472 with regard to the moles, depths and mooring buoys at the entrance to Koombanah harbour, embodying the latest information received, are shown on the accompanying reproduction of a portion of that plan.

Remarks.—From the reproduction it will be observed that a shoal has formed at the outer end of the western mole.

Chart affected.—No. 1472, Plan of Koombanah bay.

Publication.—Australia Pilot, Vol. V, 1914, pages 392, 393; Supplement No. 5, 1921.

Authority.—Public Works Department, Perth. (H. 4957/22.)



Reproduction of Portion of Chart N° 1472.

MALACCA STRAIT, MALAY PENINSULA—PENANG HARBOUR.

Prye (Prai) River—Amendments to charts.

No. 440 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1354 of 1922), are republished:—

Position.—Prye river entrance, lat. $5^{\circ}23'N.$, long. $100^{\circ}22'E.$ (approx.).

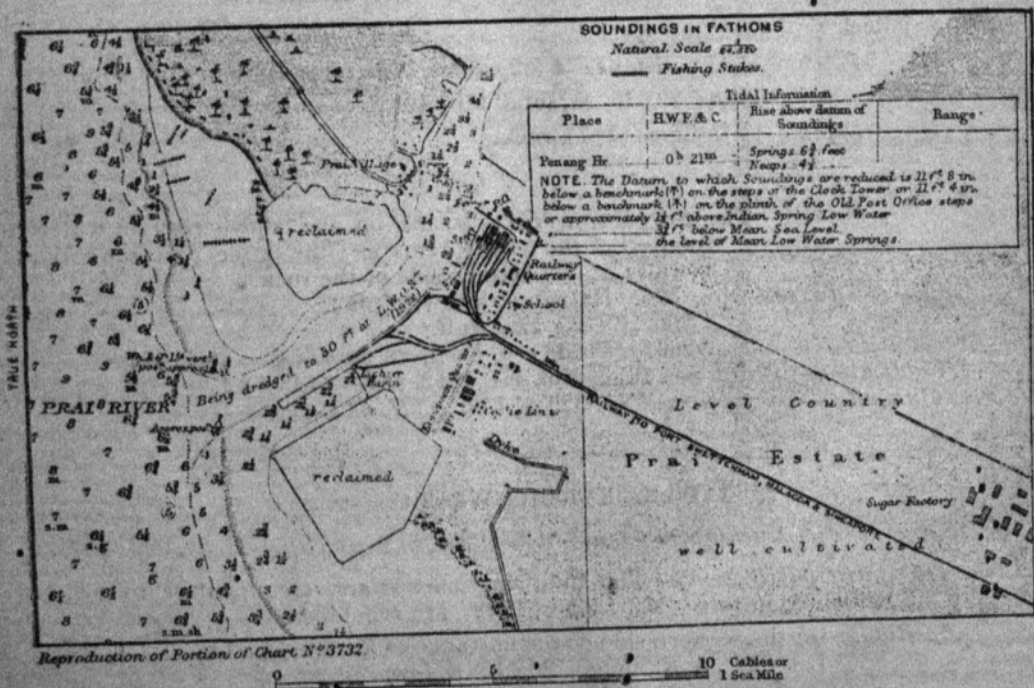
Details.—General amendments to the charts in regard to Prye river entrance, embodying the latest information received, are shown on the accompanying reproductions of portions of charts Nos. 3732 and 1366.

Charts affected.—No. 3732, Penang harbour.

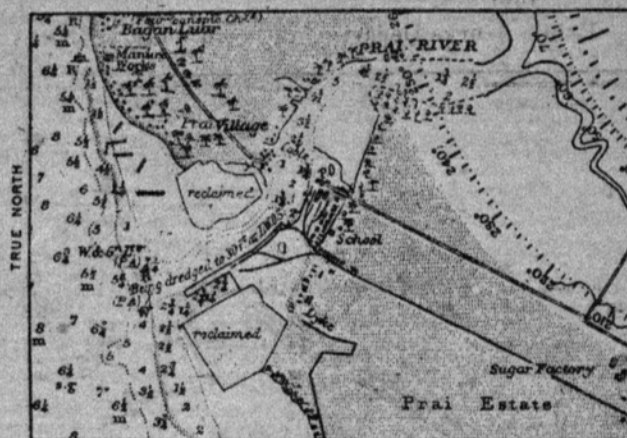
„ 1366, Penang harbour and approaches.

Publication.—China Sea Pilot, Vol. I, 1916, pages 186, 187.

Authority.—Messrs. Coode, Fitzmaurice, Wilson and Mitchell, Civil Engineers. (H. 3191-22.)



Reproduction of Portion of Chart N° 3732.



Reproduction of Portion of Chart No. 1366.

0 5 10 Cables or
15 Sea Mile

SUMATRA—SUNDA STRAIT.

Semangka (Keizer) Bay—Existence of rock.

No. 441 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1358 of 1922), are republished:—

Position.—Off the eastern shore of the bay, at a distance of about $1\frac{1}{2}$ miles south-eastward of Badak point.

Lat. $5^{\circ} 37' 50''$ S., long. $104^{\circ} 48' 30''$ E., on chart No. 2056.

Description.—A rock with a depth of less than 6 feet (1^m8).

Charts affected.—No. 2056, Sunda strait and approaches.

„ 2761, Chingkuk bay to Strait of Sunda.

„ 941a, Eastern archipelago—sheet I.

Publication.—China Sea Pilot, Vol. II, 1915, page 50.

Authority.—Netherlands Government Charts. (H. 5436-22.)

CHINA SEA—TONG KING GULF.

Hainan Strait Inner Passage—Existence of rock and wreck.

No. 442 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1922), are republished:—

(a) Rock:

Position.—At a distance of 5.2 cables, 310° from Hainan bluff summit.

Lat. $20^{\circ} 10' N.$, long. $110^{\circ} 40' E.$ (approx.).

Depth.— $1\frac{1}{2}$ fathoms (2^m7), rock.

(b) Wreck:

Details.—The SS. *Manji Maru* struck on the above rock on which the forepart of the vessel remains; the after part sank in the vicinity of the western side of the rock.

Charts affected.—No. 876, Hainan strait, with plan.

„ 2062, Tong king gulf.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. III, 1912, pages 343, 352.

Authority.—Tokyo Notice No. 329 of 1922. (H. 5300-22.)

JAPAN—KYUSHU, WEST COAST.

Kuchinotsu Light—Alteration in visibility.

No. 443 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1365 of 1922), are republished:—

Position.—On the western side of the entrance to Kuchinotsu bay.

Lat. $32^{\circ} 36' N.$, long. $130^{\circ} 12' E.$ (approx.).

New abridged description.—Lt. F. 126 ft., vis. 17 m.

Details.—The visibility of the above light has been increased to 17 miles. The power is now 5,000 candles.

Remarks.—The remaining characteristics are unaltered.

Charts affected.—No. 2880, Plan of Kuchinotsu bay.

„ 836, Amakusa islands and Yatsushiro sea.

„ 3692, Shimabara kaiwan.

„ 2412, Amoy to Nagasaki.

„ 2347, Honshū, Kyushu, and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1922, No. 1883.

Japan Pilot, 1914, page 454.

Authority.—Tokyo Notice No. 1269 of 1922. (H. 5470-22.)

CHINA—YANGTZE RIVER.

Confucius Channel—Actæon buoy moved.

No. 444 (third publication).—The Coast Inspector, Shanghai, has given Notice (No. 760 of 1922) that the Actæon Buoy, moored off the southern edge of the Actæon Shoal, Confucius Channel, Yangtze River, has been moved owing to a slight extension of the shoal.

From the new position of the buoy, Green Point Beacon bears S. 75½° W., magnetic, distant 1.29 miles.

P. G. GLANVILLE, COMMANDER, R.L.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 6, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

A. MARR,

Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 25th November 1922.

BAY OF BENGAL.

Caution.—Report of a derelict Dhow Jalabia.

No. 479 (first publication).—

Subject.—The Master of the SS. *Syriam* reports that a Dhow named *Jalabia* was abandoned on the 19th November 1922 in the following position drifting in a northerly direction with mast standing.

Position.—Lat. $16^{\circ} 31' N.$, long. $94^{\circ} 31' E.$

Caution.—Mariners are warned accordingly.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 830, Bassein river to Pulo Penang.

„ 823, Koronge island to White Point.

Authority.—Principal Port Officer, Burma, Rangoon, telegram dated 23rd November 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond island—Baroni rock buoy.

No. 480 (first publication).—

Former Notice.—No. 207 of 1922.

Subject.—The light shown by the Baroni rock buoy is extinguished. The buoy will be replaced by an unlighted spherical buoy painted black with a white horizontal band.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White point.

Publication.—Bay of Bengal Pilot, 1921, page 447.

Authority.—Port Officer, Bassein, Burma, Notice dated 16th November 1922.

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated rock—Vessel refloated.

No. 481 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1922), are republished :—

Former Notice.—No. 84M. of 1922. (*This Office No. 455 of 1922.*)

Position.—Lat. $26^{\circ} 23' N.$, long. $56^{\circ} 23' E.$ (approx.).

Details.—The SS. *British General* which was reported to be ashore north-east of Perforated rock, is now refloated.

Charts which were affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Senior Naval Officer, Persian Gulf, Henjam, telegram dated 6th November 1922.

GULF OF OMAN—N.-E. COAST OF ARABIA.

As Suwaik—Shoal Water reported north-eastward off.

No. 482 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1922), are republished :—

Position.—Fort at As Suwaik, Lat. $23^{\circ} 51' N.$, long. $57^{\circ} 26' E.$ (approx.).

Details.—Less water reported. Following Soundings were obtained.

Distance and bearing from charted position of As Suwaik fort.

Depth.

(a) 1.20 miles, $07\frac{1}{2}^{\circ}$

2½ fathoms at L. W. S.

(b) 1.37 miles, $017\frac{1}{2}^{\circ}$

3½ fathoms at L. W. S.

Remarks.—The depth of a 4 fathoms approximately in the Vicinity of position (b) seems to be incorrectly charted.

Charts affected.—No. 10c, Muskat to Ras Sukra.

„ 2837a, Persian Gulf, eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 55.

Authority.—The Commanding Officer, H. M. S. *Cyclamen*, Hydrographic Note No. 5, dated 20th October 1922.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkal relaid.

No. 483 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1922), are republished :—

Former Notice.—Nos. 44-M. and 51-M. of 1922. (This office Nos. 209 and 267 of 1922) hereby cancelled.

Details.—The following buoys, which were withdrawn during the South-West monsoon, were relaid in their respective positions on the date noted against them.

Alibag Reef Buoy	...	...	27th September 1922.
Ambalgarh Reef Buoy	...	...	10th October 1922.
Malvan Rajkot Rock Buoy	...	...	12th September 1922.
Malvan Harbour Buoy	...	...	10th „ „
Malvan Johnston Castle Rock Buoy	...	...	11th „ „
Malvan Outer Rock Buoy	...	...	3rd October „
Chaldea Rock Buoy	...	...	6th „ „
Bubra Rock Buoy	...	...	27th September „
Vengurla Harbour Buoy	...	...	24th „ „
Modeshwar Dart Rock Buoy	...	...	30th „ „
Bhatkal Rock Buoy	...	...	27th „ „

Authority.—Commissioner of Customs, Salt and Excise, Camp *viâ* Bombay, dated 31st October 1922.

The 17th November 1922.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel not to be removed in January 1923.

No. 458-I (second publication).—

Subject.—The South Patches light-vessel “Sarsuti” will not be removed from her station in January 1923.

Position.—Lat. $21^{\circ} 29\frac{1}{2}' N.$, long. $91^{\circ} 37\frac{1}{2}' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 630.

Bay of Bengal Pilot, 1921, page 326.

Authority.—Port Officer, Chittagong, letter No. 1816, dated the 11th November 1922.

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Cone Clump—Reef south-eastward of ; Non-existence of Rock south-eastward of.

No. 459 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1566 of 1922), are republished :—

Former Notice.—No. 2114 of 1921. (*This Office No. 33 of 1922.*)

(a) Reef south-eastward of :

Position.—The centre of the reef is at a distance of 1·4 miles, 184° , from the centre of the islet situated near the shore eastward of the Cone clump.

Lat. $11^{\circ} 23' N.$, long. $99^{\circ} 35' E.$ (*approx.*).

Description.—A reef of rocks awash about half a mile in extent in a northerly and southerly direction.

(b) Non-existence of rock south-eastward of :

Position.—At a distance of about 2½ miles south-eastward from the islet referred to above.

Lat. $11^{\circ} 22' N.$, long. $99^{\circ} 36' E.$ (*approx.*).

Details.—The rock marked "P.D." with a depth of less than 6 feet (1^m8) is to be expunged from the charts.

Charts affected.—No. 2719, Lem Tane to Koh Ta kut.

" 2414, Gulf of Siam,

Publication.—China Sea Pilot, Vol. III., 1912, page 133.

Authority.—Bangkok Notice No. 190 of 1922. (*H. 6247-22.*)

CHINA SEA—GASPAR STRAIT.

Shoalwater Island (Sie-Medang)—Reef north-westward of.

No. 460 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1582 of 1922), are republished :—

Position.—At a distance of 0·9 of a mile 341° from the lighthouse on the south-western side of the island.

Lat. $3^{\circ} 18' S.$, long. $107^{\circ} 13' E.$ (*approx.*).

Details.—The above position is to be encircled with a danger line on the charts and the note "*Dries*" inserted against it.

Charts affected.—No. 2137, Gaspar strait.

2149, Banka and Gaspar straits.

Publication.—China Sea Pilot, Vol. II, 1915, page 140.

Authority.—Hague Notice No. 1927 of 1922. (*H. 6325-22.*)

CHINA SEA—BANKA, NORTH-EAST COAST.

Liat Bay—Light-Buoy established.

No. 461 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1583 of 1922), are republished :—

Position.—On the north-western side of Liat rock, at a distance of 7·50 miles 338° from centre of Malang Tetee (Tate rock).

Lat. $1^{\circ} 49' S.$, long. $106^{\circ} 11' E.$ (*approx.*).

Description.—A light-buoy, painted white, exhibiting an *occulting white light every twenty seconds*, thus :

Light,	eclipse,
10 sec.	10 sec.

Charts affected.—No. 2597, Banka strait.

" 2149, Banka and Gaspar straits.

" 941a, Eastern archipelago—sheet 1.

Publication.—China Sea Pilot, Vol. II, 1915, page 181.

Authority.—Hague Notice No. 1536 of 1922. (*H. 4925-22.*)

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse—Provisional Light established.

No. 462 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1596 of 1922), are republished :—

Former Notice.—No. 876 of 1922. (*This Office No. 289 of 1922.*)

Position.—On the southern extremity of Tsu sima, on the site of the lighthouse (destroyed) mentioned in the former Notice.

Lat. $34^{\circ} 05' N.$, long. $129^{\circ} 13' E.$ (*approx.*).

Temporary abridged description.—Lt. F. 217 feet, vis. 8 m.

Characteristics:

Character.—Fixed white.*Elevation.*—217 feet (66.1).*Visibility.*—8 miles, from 242° through west to 107°.*Structure.*—Wooden pillar, 10 feet (3^m0) in height.*Power.*—Under 100 candles.*Remarks.*—The provisional light will continue to be exhibited during the process of re-building the lighthouse. Further Notice will be given.*Charts temporarily affected.*—No. 2385, Tsu sima.

- „ 3366, Fusan harbour to Port Hamilton.
- „ 104, Korean archipelago, southern portion.
- „ 127, Hirado kaikyo to Shimonoseki kaikyo.
- „ 3480, Shantung promontory to Nagasaki.
- „ 1263, China sea.

Publications.—List of Lights, Part VI, 1922, No. 1908.
Japan Pilot, 1914, page 543.*Authority.*—Tokyo, Department of Communications Notice No. 1521 of 1922 (H. 6335-22.)

CHINA, EAST COAST—YANG TSE KIANG, SOUTHERN APPROACH.

West Volcano Island—Wreck southward of.*No. 463 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1597 of 1922), are republished:—*Position.*—At a distance of 7.50 miles 181° from West Volcano island lighthouse.Lat. 30° 13' N., long. 121° 51' E. (*approx.*).*Description.*—Sunken wreck of a large junk.*Charts affected.*—No. 1124, Southern approach to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 638 of 23rd August 1922. (H. 6433-22.)

TASMANIA—EAST COAST.

St. Helen's Point—Rock eastward of.*No. 464 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1599 of 1922), are republished:—*Position.*—At a distance of about 1½ miles eastward from St. Helen's point.Lat. 41° 16' 45" S., long. 148° 24' 30" E. (*approx.*), on chart No. 1079.*Depth.*—2 fathoms (3^m7).*Note.*—The note “(P.A.) Breaks in heavy weather” is to be inserted against the above rock on the chart.*Chart affected.*—No. 1079, Tasmania.*Publication.*—Australia Pilot, Vol. II, 1918, page 425.*Authority.*—Melbourne Notice No. 6 of 1922. (H. 6440-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY, TANGA BAY APPROACH.

Ulenge Island Light—Alteration in Characteristics.*No. 465 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1607 of 1922), are republished:—*Position.*—On the north-eastern point.Lat. 5° 01' S., long. 39° 10' E. (*approx.*).*New abridged description.*—Lt. F. & Gp. FL (2) ev. 10 sec., 85 ft., vis. 15 m.

Details.—The fixed white light has been replaced by a *fixed and group flashing white light showing two flashes every ten seconds*, thus :

Flash,	eclipse,	flash,	eclipse,
0.25 sec.	2.00 sec.	0.25 sec.	7.50 sec.

Elevation.—85 feet (25^m 9).

Visibility.—15 miles.

Structure.—Black and white stone tower, 85 feet (25^m 9) in height.

Charts affected.—No. 663, Mansa and Tanga bays.
 „ 1390, Chale point to Pangani.
 „ 664, Zanzibar to Malindi.
 „ 597, Delagoa bay to Cape Guardafui.

Publications.—List of Lights, Part VI, 1922, No. 124.
 Africa Pilot, Part III, 1915, page 450 ; Supplement No. 5, 1921.

Authority.—Director of Marine, Dar es Salaam. (H. 6254-22.)

NEW ZEALAND NORTH ISLAND—HAURAKI GULF.

Tiri-Tiri Matangi Light—Red Sector discontinued.

No. 466 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1611 of 1922), are republished :—

Position.—Near the south-eastern end of the island.

Lat. 36° 36' S., long. 174° 54' E. (*approx.*).

New abridged description.—Lt. F. 300 ft. vis. 23 m.

Details.—The fixed red and white light has been replaced by a *fixed white light*. The red sector, which formerly showed to the northward, has been discontinued and is to be expunged from the charts accordingly. The remaining characteristics are unaltered.

Charts affected.—No. 1998, Omaha bay to Tiri Tiri Matangi.
 „ 3565, Bream head to Tepaki point.
 „ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

Publication.—List of Lights, Part VI, 1922, No. 2873.

Authority.—Wellington Notice No. 42 of 1922. (H. 6443-22.)

AUSTRALIA, QUEENSLAND—TORRES STRAIT.

Endeavour Strait—Existence of Shoal.

No. 467 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1630 of 1922), are republished :—

Position.—Northward of Red Wallis island.

Lat. 10° 50' 00" S., long. 142° 01' 30" E., on chart No. 437.

Depth.—3½ fathoms (6^m 9).

Charts affected.—No. 437, Albany pass to Booby island.
 „ 2375, Torres strait, western channels.
 „ 2354, Cape Grenville to Booby island.

Publication.—Australia Pilot, Vol. III, 1916, page 222.

Authority.—H. M. Surveying Vessel *Fantome*. (H. 6604-22.)

KOREA, SOUTH-EAST COAST.

Fusan Harbour—Dredging in Progress.

No. 468 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1631 of 1922), are republished :—

Position.—Uno Se (Channel rock) light-beacon, lat. 35° 07' N., long. 129° 04' E. (*approx.*).

Details.—The dredgers *Kingo Maru* and *Priestman* will be at work, until 31st March 1925, within an area bounded by the following positions :—

(a)	4.4 cables	299°	from	Uno Se	(Channel rock)	light-beacon.
(b)	11.3	305°	"	"	"	"
(c)	12.4	274°	"	"	"	"
(d)	10.8	268°	"	"	"	"
(e)	9.0	282°	"	"	"	"

Vessels are to proceed with caution when passing the dredgers.

The *Kingo Maru* will exhibit a black ball by day and red lights by night. The *Priestman* will exhibit the regulation lights for a vessel at anchor.

The above area is to be marked out by a pecked line on the charts and the note "*Dredging in progress (1922)*" is to be inserted within this area.

Chart affected.—No. 1259, Fusan harbour.

Publication.—E.C. Korea, &c., Pilot, 1913, pages 77, 80.

Authority.—Tokyo Notice No. 400 of 1922. (H. 6493-22.)

JAPAN—HONSHU, EAST COAST.

Ofunato Harbour Entrance—Existence of Shoals and Shoaler Depth.

No. 465 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1632 of 1922), are republished :—

(1) Shoals :

(a) *Position.*—At a distance of about 5 cables eastward from Goishi saki and 9.0 cables 170° from the eastern islet of Tobi iso.

Lat. 38° 59' N., long. 141° 46' E. (approx.).

Depth.—3 fathoms (5^m5).

Remarks.—The name "*Asa ne*" is to be inserted against it.

(b) *Position.*—At a distance of about 1½ cables northward of (1) (a) and 7.6 cables 172° from the eastern islet of Tobi iso.

Depth.—2½ fathoms (4^m6).

Remarks.—The name "*Oashi ne*" is to be inserted against it.

(c) *Position.*—South-eastward of O Shima and 10.4 cables 043° from the eastern islet of Tobi iso.

Depth.—3 fathoms (5 5).

Remarks.—The name "*Myojin dashi*" is to be inserted against it.

(2) Shoaler depth :

Position.—At a distance of about one cable southward of (1) (c) and 9.6 cables 046° from the eastern islet of Tobi iso.

Depth.—8 fathoms (14^m6).

Remarks.—The 10 fathom (18^m3) line, in this locality, is to be extended to the southward to include this depth.

Charts affected.—No. 806, Sendai bay to Miyako bay, with plan of Ofunato harbour.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.
(1). (b).

Publication.—Japan Pilot, 1914, pages 244, 245.

Authority.—Tokyo Notice No. 397 of 1922. (H. 6491-22.)

JAPAN—HONSHU, EAST COAST.

Hirota Wan—Existence of Shoal.

No. 470 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1633 of 1922), are republished :—

Position.—At a distance of 9.8 cables 191° from Yonega saki lighthouse.

Lat. 38° 59' N., long. 141° 40' E. (approx.).

Depth.—1½ fathoms (2^m7).

Remarks.—The name "*Onaga ne*" is to be inserted against it.

Charts affected.—No. 3216, Plan of Hirota wan.

„ 806, Sendai bay to Miyako bay.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

Publication.—Japan Pilot, 1914, page 243.

Authority.—Tokyo Notice No. 397 of 1922. (H. 6491-22.)

AUSTRALIA, EAST COAST—PORT OF HINCHINBROOK.

Hinchinbrook Channel, northern entrance—Navigation in.

No. 471 (*second publication*).—The Portmaster, Brisbane, has given Notice (No. 4 of 1922) that the northern entrance to Lucinda Point is now marked as follows :—

From Hecate Point to Bluff—

Two Black Buoys
One Red Triangular Pile Beacon
Six pairs of Leading Beacons.

From the Bluff to Wharf—

One Red Buoy
Two White Steering Marks
Three Red Triangular Beacons, marking Dungeness Bank.

The beacons and steering marks are triangular in shape, and the steering marks are painted white with a black centre line.

DIRECTIONS FOR USE.

Vessels when abreast of Hecate Point, three-quarters of a mile distant, should steer S.E. for about three miles, then bring Mangrove Island a little on the starboard bow and steer with it in that position. A black buoy will soon be seen on the port bow ; steer so as to pass it a cable off on the port hand ; when the buoy is abeam bring (No. 1 lead) two triangular beacons in line ahead bearing S. 64° E ; steer for them until the No. 2 leads—which will be seen on the Port beam—come into line bearing N. 25° W ; bring them in line astern and keep them so until Mangrove Point comes on with Woody Hill, abeam, or Mangrove Island with Scraggy Point, astern ; bring the latter on astern and steer for the large gap on Hinchinbrook, No. 3 Leads will then be seen ahead ; bring them in line bearing S. 54° E. and steer for them until No. 4 Leads come in line bearing S. 2° W. ; steer for them until the black buoy on the spit north of Leafe Peak is abeam ; then steer for the toe of Leafe Peak, passing it one cable's length on the Port hand ; keep on at that distance from the Island shore until Haycock Island, which is steep to, opens up ; then steer for it and pass it at a reasonable distance on the Port hand ; continue a mid-channel course until abreast of the next point, then follow the Island shore at two cables' length distant until the No. 5 leads on the northern bank of Seymour River come in line astern, bearing S. 81° W. ; steer with them in that position until the leads (No. 6) on the Bluff are in sight ahead ; bring them in line bearing N. 82° E. and steer for them until abreast of the Bluff, passing a red triangular beacon off the Seaforth River on the Starboard hand ; keep a reasonable distance off the Island shore and steer to pass a red buoy a ship's length on the Starboard hand ; haul round this buoy and bring the two leading marks on South Point in line astern ; pass three triangular beacons on the Dungeness bank on the Starboard hand. When nearing the Jetty bring up, or moor alongside, according to circumstances.

By following the directions a minimum depth of 21 feet at L.W.O.S.T. is available.

All bearings are Magnetic.

Charts affected : Nos. 2763 and 2349 ; Australia Pilot, Vol. 4, Page 183.

AUSTRALIA, EAST COAST.

South Channel, Wide Bay Bar—Navigation in.

No. 472 (*second publication*):—

The Portmaster, Brisbane, has given Notice (No. 5 of 1922) that the front beacon on Hook Point has been shifted some distance to the northward. The directions now to be observed are as follows :—

The triangular beacons on Hook Point bearing about N. 83 degrees W. must be brought into line before crossing the Bar. Keep them so until the triangular beacons on Inskip Point are brought into line, then proceed as formerly.

By following these directions a minimum depth of 10 feet O. L. W. S. will be obtained at present.

Charts affected.—Nos. 3623 and 1030 ; Australia Pilot, Vol. 3, pages 119, 120, and 121.

SOUTH INDIAN OCEAN—MAURITIUS, NORTH COAST.

Flat Island Light—Alteration in Character.

No. 473 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1922), are republished :—

Former Notice.—Admiralty No. 1400 of 1922. (*This office No. 422 of 1922.*)

Position.—On Summit of south-west point of Flat Island.

Lat. $19^{\circ} 53' S.$, long. $57^{\circ} 39' E.$ (approx.).

Details.—On and after 1st November 1922, the character of the white light flashing every minute, will be altered to a group flashing white light every 15 seconds.

Remarks.—Further notice will be issued when full particulars are available.

Note.—The above light on certain copies of chart No. 711, is shown as a revolving white light.

Charts affected.—No. 711, Mauritius or the Isle of France.

„ 2899, Chagos Archipelago to Madagascar.

„ 748a, Indian Ocean, southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.

South Indian Ocean Pilot, 1911, page 115.

Authority.—The Harbour Master, Port Louis.

INDIA, WEST COAST.

Jaigarh Outer Light—Occulting Light re-exhibited.

No. 474 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1922), are republished :—

Former Notice.—No. 80M. of 1921. (*This office No. 180 of 1921*) hereby cancelled.

Position.—On western point of Jaigarh headland.

Lat. $17^{\circ} 18' N.$, long. $73^{\circ} 11' E.$ (approx.).

Details.—The Jaigarh outer light is re-established as occulting light from the 18th October 1922.

The period of occultation is reported to be every 17 seconds, thus :—

Light.	Eclipse.
11 sec.	6 sec.

Note.—Light exhibited bright. Correct period of occultation will be notified later.

Charts which were temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1915, page 203.

Admiralty List of Lights, Part VI, 1922, No. 410.

Indian List of Lights, 40th issue, 1921, No. 108.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 2nd November 1922.

INDIA, WEST COAST—SOUTH KONKAN COAST.

Harnai (Herne)—Fixed White Light temporarily exhibited.

No. 475 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1922), are republished :—

Position.—Lat. $17^{\circ} 48' N.$, long. $73^{\circ} 06' E.$ (approx.).

Details.—A temporary fixed bright light is exhibited from the Harnai Light tower from about 7th November 1922, and will continue to be so exhibited during the time the permanent red fixed light is under repairs.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.
 „ 2736, Gulf of Kutch to Viziadrug.
 „ 826, Karachi to Vengurla.
 „ 1012, Arabian Sea.

Publications.—Admiralty List of Lights, Part VI, 1922, No. 404.
 Indian List of Lights, 40th issue, 1921, No. 104.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 4th November 1922.

INDIA, WEST—TRAVANCORE COAST.

Entrance to Quilon Inner Anchorage—Buoys replaced in position.

No. 476 (second publication).—

With reference to this Office Notice to Mariners No. 203 of 1922, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 10th October 1922, that the buoys marking the entrance to the inner anchorage, Quilon, have been replaced in position as follows—

North (red) buoy bears from the Quilon Flagstaff N. 59° E Mag : distance about $8\frac{1}{2}$ cables.

South (black) buoy bears from the Quilon Flagstaff N. $33\frac{1}{2}^{\circ}$ E Mag : distance about $9\frac{1}{2}$ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Roads, inset on sheet XII West Coast of India, with reference to these buoys.

NOTE—The Flagstaff and the tall red chimney of Messrs. Harrison and Crossfield when in one bears N $45\frac{1}{2}^{\circ}$ E Mag : and leads over the South edge of the $4\frac{1}{2}$ fathom patch in the entrance channel. The chimney should be kept open slightly to the South when passing through the channel.

INDIA, WEST—TRAVANCORE COAST, KOLACHEL ANCHORAGE.

Patna rock, red buoy—Replaced in position.

*No. 477 (second publication).—*With reference to Notice to Mariners No. 204 of 1922, issued by this Office, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 9th September 1922, that the Patna rock, red buoy, has been replaced in position.

CHINA—YANGTZE RIVER ROUTE : VINE POINT TO PITMAN-KING ISLAND.

Vine Point Channel closed and its buoyage discontinued.

*No. 478 (second publication).—*The Coast Inspector, Shanghai, has given Notice (No. 761 of 1922) that a recent re-sounding of the Vine Point Channel for deep-draught vessels, Yangtze River, shows that this channel has shoaled and is no longer safe for navigation. In consequence this channel is now closed and its buoyage discontinued.

All vessels should now proceed through the channel along the left bank of the river from Vine Point towards the Custom House at Tienshengkiang, which bank should be left at a point about 1.7 miles below the Custom House, and the crossing of the river to Pitman-King Island made on a line drawn from this point to Pitman Light-beacon (S. 69° W., magnetic).

The 9th November 1922.

EASTERN ARCHIPELAGO—MADURA, SAPUDI STRAIT.

Kutianget—Leading lights established.

*No. 445 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1482 of 1922), are republished :—

Front light :

Position.—At a distance of about 3 cables south-eastward from the salt factory and 18.4 cables 105° from the entrance to Marengan river.
 Lat. $7^{\circ} 03' S.$, long. $113^{\circ} 56' E.$ (approx.).

Abridged description.—Lt. F. R. 26 ft., vis. 9 m.

Characteristics :

Character.—Fixed red.

Elevation.—26 feet ($7^m 9$).

Visibility.—9 miles.

Power.—600 candles.

Structure.—White iron framework.

Rear light:

Position.—At a distance of 0·80 of a cable 029° from front light.

Abridged description.—Lt. F. R. 52 ft., vis. 11 m.

Characteristics:

Character.—Fixed red.

Elevation.—52 feet (15^m S).

Visibility.—11 miles.

Power.—600 candles.

Structure.—White iron framework.

Remarks.—The front leading light is obscured by the land over Tanjong Talangu and to the eastward. The rear leading light is obscured by trees on the bearing of 355°. The lights in line 029° lead into Sumenep bay from the southward.

Charts affected.—No. 934, Plans of Sumenep bay and Sapudi strait.

„ 1654, Island of Java—eastern portion.

Publications.—List of lights, Part VI, 1922, Nos. 919a, 919b.

Eastern Archipelago Pilot, Part II, 1913, pages 168, 169.

Authority.—Hague Notice No. 1792 of 1922. (H. 5706-22.)

INDIAN OCEAN—SEYCHELLES, MAHE ISLAND.

Port Victoria Approach—Shoal water reported.

No. 446 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1495 of 1922), are republished:—

Position.—At a distance of 2·5 cables 004° from the fixed red light on the northern end of reef situated on southern side of the channel leading to the inner harbour.

Lat. 4° 37' S., long. 55° 28' E. (approx.).

Details.—The 10 fathoms (18^m 3) depth in above position is to be expunged from the chart and the note “Shoal Water Repd. (1922)” is to be inserted in the vicinity.

Chart affected.—No. 722, Approaches to Port Victoria (Seychelles).

Publication.—South Indian Ocean Pilot, 1911, page 57.

Authority.—H.M.S. Southampton, Hyd. Note No. 4 of 1922. (H. 5788-22.)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

Sangley Point light—Amended sectors.

No. 447 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1503 of 1922), are republished:—

Former Notice.—No. 387 of 1922. (This office No. 154 of 1922.)

Position.—Sangley point, lat. 14° 30' N., long. 120° 55' E. (approx.).

Details.—The alternating white and red light is now visible from 082° through east to 097°; Obscured thence to 122°; Visible thence through south to 347°; Partially obscured thence to 039°; Obscured thence to 066°; Partially obscured thence to 082°.

Charts affected.—No. 3487, Manila and Kavite anchorages.

„ 976, Manila bay.

Authority.—U. S. Hydrographer and U. S. Hyd. Office Notice No. 1749 of 1922. (H. 3153-22.)

SOUTH AFRICA—NATAL.

Sordwana Road and Kosi River entrance—Amendments to chart with regard to shoals and depths.

No. 448 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1922), are republished:—

Positions.—(a) Site of flagstaff, Sordwana road, lat. 27° 33' S., long. 32° 43' E. (approx.).

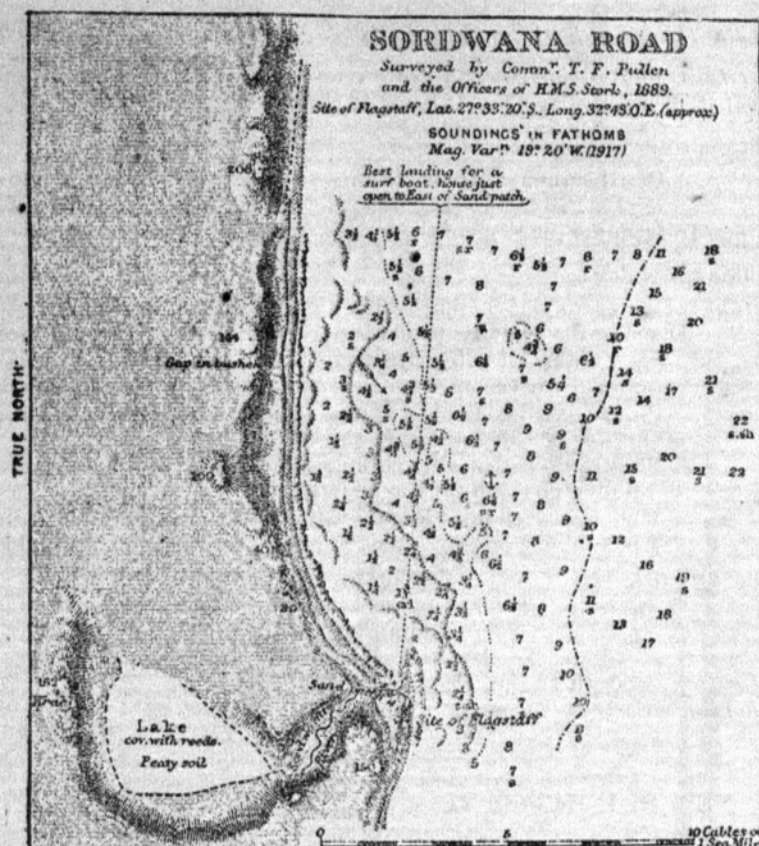
(b) Kosi river entrance, lat. 26° 53' S., long. 32° 54' E. (approx.).

Details.—The accompanying reproduction of the plans of Sordwana road and entrance to Kosi river on chart No. 2089 shows the necessary amendments to the chart with regard to shoals and depths in the two localities referred to.

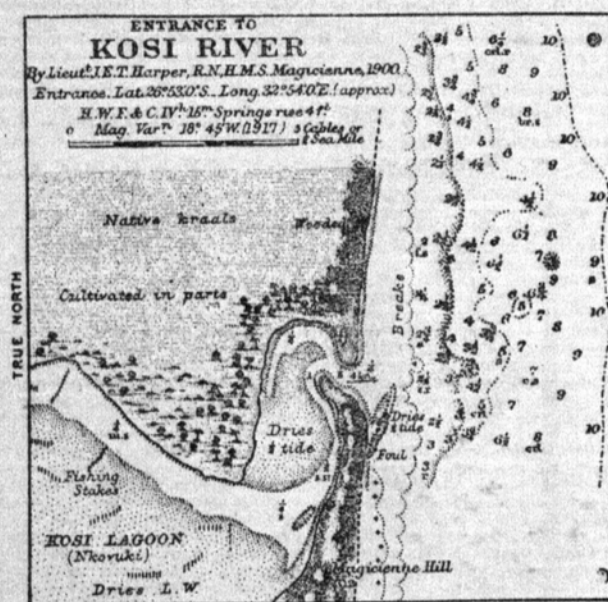
Chart affected.—No. 2089, Plans of Sordwana road and Entrance to Kosi river.

Publication.—Africa Pilot, Part III, 1915, pages 185, 186.

Authority.—South African Railways and Harbours. (H. 5135-22.)



Reproduction of Portions of Chart No. 2089.



SOUTH INDIAN OCEAN.

Mauritius W-T Station closed.

No. 449 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1516 of 1922), are republished:—

Former Notice.—No. 97 of 1922. (This office No. 94 of 1922.)

Position.—Lat. 20° 10' S., long. 57° 35' E. (approx.).

Remarks.—Mauritius W-T station has been closed, and is to be expunged from the charts.

Charts affected.—No. 748a, Indian ocean—southern portion.

3779, Telegraph chart of The World—sheet II.

Authority.—Commander-in-Chief, East Indies station. (H. 5749-22.)

INDIAN OCEAN.

Seychelles Group—Shoal depth and discoloured water reported eastward of.

No. 450 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1517 of 1922), are republished:—

(a) Shoal depth :

Position.—At a distance of about 23 miles eastward of Mary Anne island.
Lat. $4^{\circ} 20' 30''$ S., long. $56^{\circ} 18' 00''$ E., on chart No. 721.

Depth.—18 fathoms (32^m9), coral.

(b) Discoloured water :

Position.—Lat. $4^{\circ} 20' 30''$ S., long. $56^{\circ} 19' 00''$ E., on chart No. 721.

Details.—Discoloured water, apparently indicating the existence of a shoal, was observed extending for a distance of about 2 miles in a 335° and 155° direction, the centre of which was in the above position.

Remarks.—The above shoal depth and discoloured water are reported by the master of the cable ship *Cambria*.

The note "*Discol. water repd. (1922)*" is to be inserted against the above position on the charts.

The 100 fathom (182^m9) line is to be amended in this vicinity to pass about one mile eastward of position shown on the charts.

Charts affected.—No. 721, Seychelles group, &c.

„ 2899, Chagos archipelago to Madagascar.

„ 748*b*, Indian ocean—northern portion. (b).

„ 2483, Atlantic and Indian oceans, &c. (b).

Publication.—South Indian Ocean Pilot, 1911, page 44.

Authority.—Eastern Telegraph Company. (H. 5933-22.)

NEW GUINEA—BISMARK ARCHIPELAGO, NEW IRELAND.

Gazelle Channel—Obstruction reported.

No. 451 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1518 of 1922), are republished:—

Position.—At a distance of about 3 miles northward of northern end of Diaul (Sandwich) island.

Lat. $2^{\circ} 52' 00''$ S., long. $150^{\circ} 53' 30''$ E., on chart No. 2766.

Details.—The above position is to be encircled with a danger line on the charts and marked "*Obstⁿ. Rep^d. (1922).*"

Charts affected.—No. 2766, North-east coast of New Guinea, &c.

„ 2759*a*, Australia—northern portion.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 524.

Authority.—Melbourne Notice No. 5 of 1922. (H. 6012-22.)

eo

KOREA, WEST COAST.

Chemulpo Approaches—Amendments to charts with regard to depths and shoals ; Existence of rock and shoal.

No. 452 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1534 of 1922), are republished:—

(1) Amendments to charts :

Position.—Poung To, East channel.

Lat. $37^{\circ} 07' N.$, long. $126^{\circ} 23' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 3642 and 1258 show the necessary amendments with regard to depths and shoals in East and Flying Fish channels and their vicinities.

Note.—A new edition of chart No. 1270, dated 18th September 1922, embodying the above corrections, has been published.

(2) Existence of rock and shoal :

(a) Rock :

Position.—At a distance of 2.2 cables 257° from western point of Cat island.

Lat. $37^{\circ} 10' N.$, long. $126^{\circ} 23' E.$ (approx.).

Depth.—5 fathoms (9^m1), rock.

(b) Shoal :

Position.—At a distance of 10.2 cables 217° from the red beacon on White rock.

Lat. $37^{\circ} 13' N.$, long. $126^{\circ} 24' E.$ (approx.).

Depth.—5 fathoms (9^m1), sand.

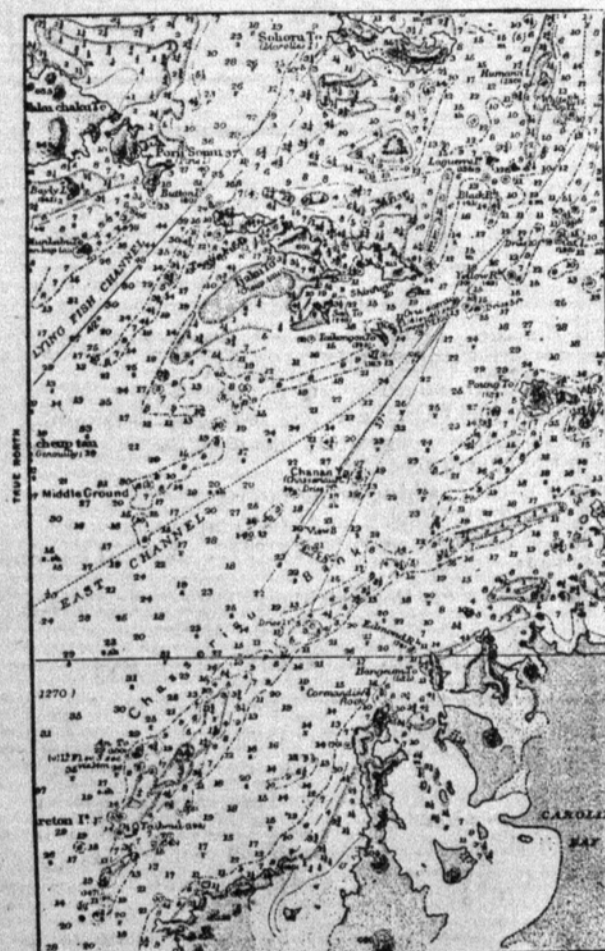
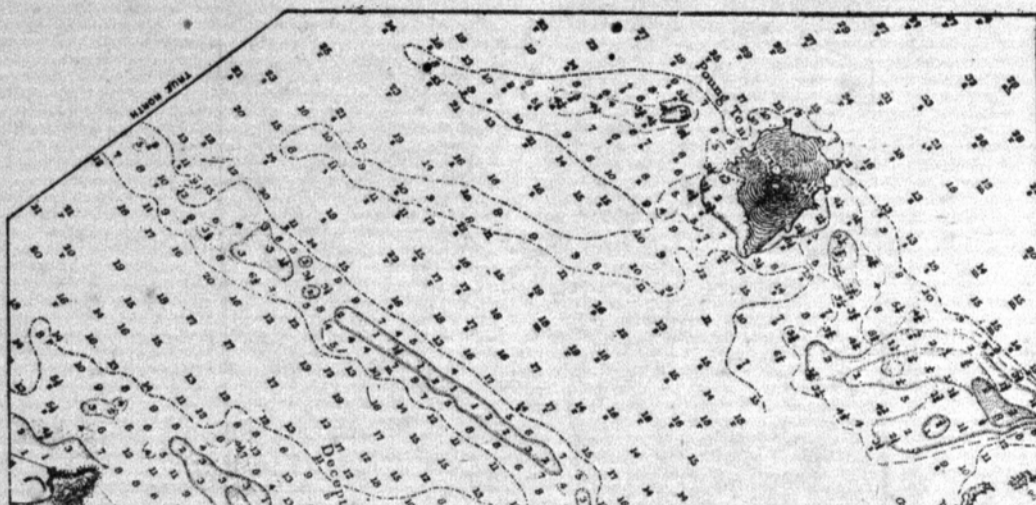
Remarks.—The above rock and shoal, which are to be inserted on chart No. 3642, are not included in the reproduction of the portion of that chart.

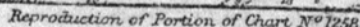
Charts affected.—No. 3642, A san anchorage and approaches.

„ 1258, Approaches to Seoul.

Publication.—China Sea Pilot, Vol. V, 1912, pages 604, 605, 606, 607.

Authority.—Japanese Government Charts and Hydrographic Department.
(H. 2765-22.)





Ching Wang Tao Road—Obstruction dispersed.

Position.—At a distance of about 2½ cables westward from the fixed red light on the outer end of the breakwater.

Charts affected.—No. 2357, Ching wang tao road.

3378, Rocky point to Temple head.

Publication.—China Sea Pilot, Vol. V, 1912, page 511; Supplement No. 6, 1921.

Authority.—H. M. S. Curlew, Remark Book, 1922. (H. 6004-22.)

Tolo Channel—Shoaler water reported.

Position.—Bush reef, lat. $22^{\circ} 27' N.$, long. $114^{\circ} 15' E.$ (*approx.*).

Details.—The note "*Shoaler Water Repd.* (1921)" is to be inserted on the charts in the passage between Bush reef and Harbour island between positions 2·3 cables 325° and 3·6 cables 026° respectively from Bush reef 2 feet (0^m6) Δ

Charts affected.—No. 3329, Tolo harbour and adjacent anchorages.

3474, Mirs bay.
3605, Hongkong to Mirs bay.

Publication.—China Sea Pilot, Vol. III, 1912, page 534.

Authority.—H. M. S. *Cartisles*. (H. 1441-22.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Vessel reported on shore north-eastward of.

No. 455 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1922), are republished :—

Position.—At a distance of about 3 cables, 20° from Perforated Rock.

Lat. 26° 23' N., long. 56° 23' E. (approx.).

Details.—The SS. "British General" is reported to be ashore. Showing no lights, in approximately the above position. Depth 16 feet.

Caution.—Mariners are hereby warned accordingly.

Charts affected.—No. 756, Entrance of the Persian Gulf.

" 2837a, Persian Gulf, eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Commanding Officer, H. M. S. "Cyclamen" Henjam, Telegram dated 23rd October 1922.

PERSIAN GULF ENTRANCE—KISHM ISLAND, SOUTH COAST.

Ras Tarkun—Rock extending southward.

No. 456 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87M. of 1922), are republished :—

Position.—At a distance of about one mile eastward of Ras Tarkun.

Lat. 26° 38' 15" N., long. 55° 38' 30" E.

Details.—The rock with a depth of less than 6 feet over it marked (P. A.) on chart No. 753, is reported to have extended about one mile further south than charted position.

Charts affected.—No. 753, Entrance of the Persian Gulf.

" 2837a, Persian Gulf, Eastern Sheet.

Publication.—Persian Gulf Pilot, 1915, page 211.

Authority.—The Master of SS. "Ferrara," dated 28th October 1922.

INDIA, WEST COAST—CALICUT.

Demolition of the old lighthouse tower.

No. 457 (third publication).—

Subject.—The old lighthouse tower standing on the beach situated half mile south of the new lighthouse tower is being demolished and that it no longer serves as a prominent land-mark.

Position.—Lat. 11° 15' N., long. 75° 46' E.

Colour of lighthouse.—White column.

Height of building from base to vane.—98 feet.

Charts affected.—No. 827, Vengurla to Cape Comorin.

" 747, Mount Dilli to Calicut.

" 64, Sacrifice rock to Beipur.

Publication.—West Coast of India Pilot, 1919, page 143.

Authority.—Madras Notice No. 77 of 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 13, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

A. MARR,

Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 1st December 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Steam Pilot vessel to be temporarily relieved by a Sailing vessel.

No. 484 (first publication).—

Subject.—The Steam Pilot vessel stationed at the approach to the Rangoon river will be replaced temporarily on or about the 5th December 1922 by the sailing vessel "Kyauktan" for a period of about two months.

The relief Pilot Brig will exhibit the following signals :—

By day.—A red and white horizontal pilot flag at the main-top-gallant masthead.

A black ball will be hoisted at the fore yard arm when the anchor is aweigh and the brig is drifting.

By night.—A white light will be shown from the fore-top-mast stay when the brig is at anchor.

A white light will be shown from the main-top-gallant masthead when the brig is under weigh.

In addition to the above white lights a flare up light will be shown at interval not exceeding 15 minutes.

Charts temporarily affected.—No. 833, Rangoon river and approaches.
" 823, Koronge island to White point.
" 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1921, page 456.

Authority.—Deputy Conservator of the Port of Rangoon, Notice dated 20th November 1922.

Flat island light—Further details of.

Former Notice.—No. 473 of 1922.

Subject.—On and from the 1st November 1922, the flashing white light will be replaced by a group flashing white light every 15 seconds, thus :—

Flash. $\frac{1}{2}$ sec.	eclipse. 2 sec.	flash. $\frac{1}{2}$ sec.	eclipse. 2 sec.	flash. $\frac{1}{2}$ sec.	eclipse. 2 sec.	flash. $\frac{1}{2}$ sec.	eclipse. 7 sec.
------------------------------	--------------------	------------------------------	--------------------	------------------------------	--------------------	------------------------------	--------------------

Lat. $19^{\circ} 53'$ S., long. $57^{\circ} 39'$ E. (approx.).

Publications.—List of Lights, Part VI, 1922, No. 171.

South Indian Ocean Pilot, 1911, page 115.

Authority.—Port Department, Mauritius, Notice dated 23rd October 1922.

INDIA, WEST COAST.

Cochin harbour—Wreck removed.

No. 486 (first publication).—With reference to this Office Notice to Mariners No. 436 of 1922, the Presidency Port Officer, Madras, has given further Notice (No. 96 of 1922) that the sunken cargo lighter has now been removed.

SOUTH INDIAN OCEAN.

Christmas Island—Amendments to Chart No. 941a.

No. 487 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1661 of 1922), are republished:—

Position.—Egeria point, lat. $10^{\circ} 28' S.$, long. $105^{\circ} 34' E.$ (*approx.*).

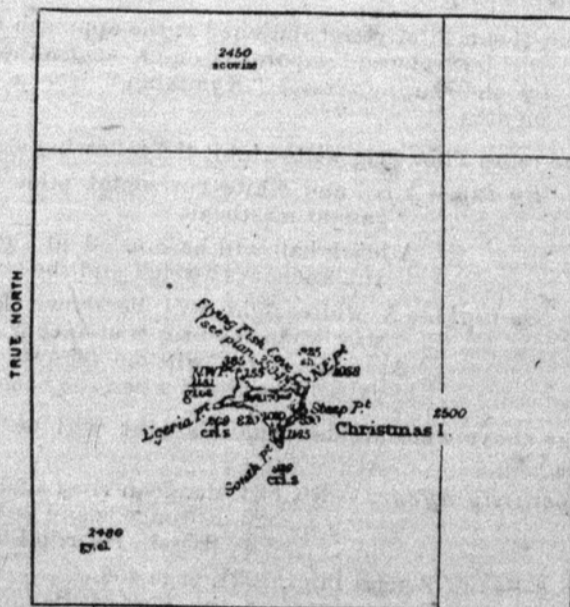
Details.—The accompanying reproduction of a portion of chart No. 941a shows amendments with regard to the orientation of Christmas island.

Note.—The plan on chart No. 3504 is not affected.

Chart affected.—No. 941a, Eastern Archipelago—sheet 1.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 25, 26.

Authority.—H. M. A. S. *Brisbane* and Hydrographic Department. (*H.* 2647-22.)



Reproduction of Portion of Chart N° 941A



KOREA, SOUTH-WEST COAST—SINGLE CHANNEL.

Maury Islands—Obstruction south-eastward of.

No. 488 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1667 of 1922), are republished :—

Position.—At a distance of about 1½ miles south-eastward from the southern extremity of the 325 ft. (99^m1) eastern islet.

Lat. 34° 11' 10" N., long. 125° 30' 45" E., on chart No. 3365.

Details.—The above position is to be encircled with a danger line on the charts and the note "*Obstruction (1922) E.D.*" is to be inserted against it.

Charts affected.—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean archipelago, southern portion.

„ 3480, Shantung promontory to Nagasaki.

„ 1262, Hongkong to Gulf of Liao-tung.

Publication.—China Sea Pilot, Vol. V, 1912, page 645.

Authority.—Tokyo Notice No. 408 of 1922. (*H. 6636-22.*)

CHINA, EAST COAST—YELLOW SEA.

Yang tse Kiang, Northern Approach—Existence of Shoal; Caution.

No. 489 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1668 of 1922), are republished :—

Position.—At a distance of about 59 miles northward from Shaweishan island lighthouse.

Lat. 32° 24' 30" N., long. 122° 08' 30" E. (*approx.*), on chart No. 3480.

Details.—The symbol for a rock with a depth of less than 6 feet (1^m8), together with the note "*Repd. (1922) (P.A.)*," is to be inserted on the charts in above position.

Caution.—Vessels are warned to exercise caution when navigating in the above locality, as reports indicate the probable existence of further shoals in the vicinity of the position quoted above.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.

„ 2412, Amoy to Nagasaki.

„ 1262, Hongkong to the Gulf of Liao-tung.

„ 1263, China sea.

„ 781, Pacific ocean—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

Publication.—China Sea Pilot, Vol. V, 1912, page 406.

Authority.—Tokyo Notice No. 409 of 1922. (*H. 6637-22.*)

PHILIPPINES—LUZON ISLAND, WEST COAST.

Subic Bay—Target Raft withdrawn and Light discontinued.

No. 490 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1922), are republished :—

(a) Target raft withdrawn :

Position.—At a distance of about 4½ cables south-westward from the north-western extremity of Grande Island.

Lat. 14° 46' N., long. 120° 13' E. (*approx.*).

Details.—The target raft formerly situated in above position has been withdrawn and is to be expunged from the charts accordingly.

(b) Light discontinued :

Position.—Formerly marking the above target raft.

Description.—A fixed red light.

Remarks.—This light is to be expunged from the charts.

Charts affected.—No. 931, Subic bay and Port Silanguin.

„ 976, Manila bay.

„ 3806, Cabra Island to San Fernando point and Dilasak bay to San Miguel bay.

Publication.—China Sea Pilot, Vol. IV, 1912, page 241.

Authority.—U. S. Government Charts. (*H. 6631-22.*)

NEW GUINEA, NORTH-WEST COAST—MISOOL, NORTH COAST.

Waigama (Katapu) Anchorage—New Plan.

No. 491 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1689 of 1922), are republished:—

Position.—Katapu, lat. $1^{\circ} 50' S.$, long. $129^{\circ} 51' E.$ (approx.).

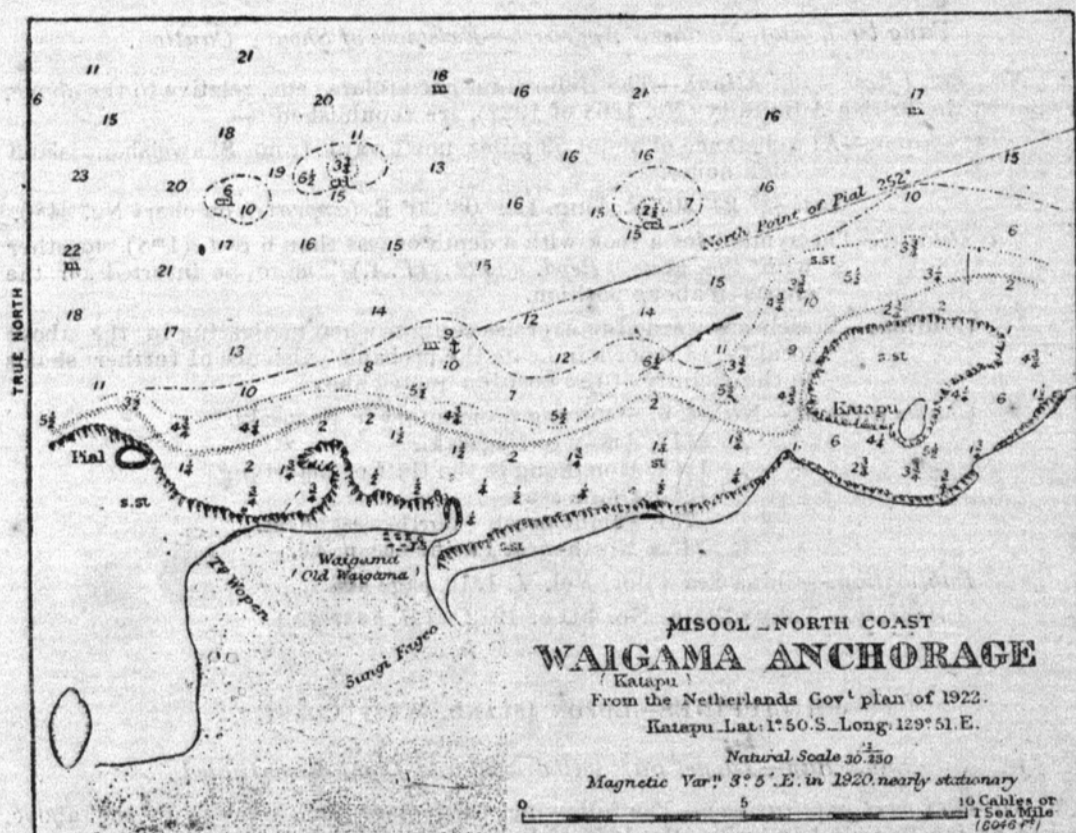
Details.—The accompanying reproduction of portions of charts, Nos. 3440 and 3744 show the necessary amendments with regard to Waigama (Katapu) anchorage. The existing plan of Katapu (New Waigama) anchorage on chart No. 3440 is to be replaced by the new plan of Waigama (Katapu) anchorage.

Charts affected.—No. 3440, Plan of Waigama (Katapu) anchorage.

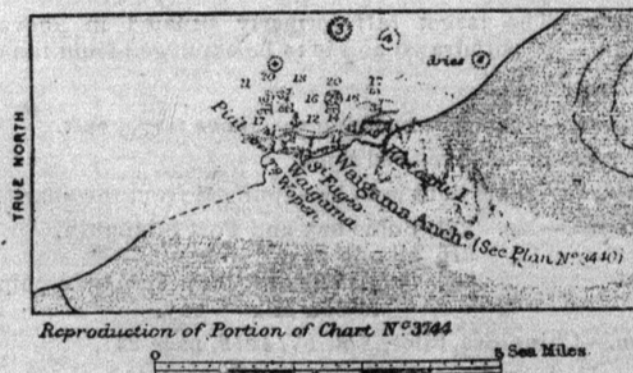
„ 3744, Tanjong Suaburto Kabu islands.

Publication.—Eastern Archipelago Pilot, Vol. III, 1921, page 102.

Authority.—Netherlands Government Charts. (H. 5689-22).



Reproduction of Portion of Chart N° 3440.



CHINA, EAST COAST—YANG TSE KIANG, SOUTHERN APPROACH.

West Volcano Island—Caution with regard to Wreck southward of.

*No. 492 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1704 of 1922), are republished :—

Former Notice.—No. 1597 of 1922. (*This Office No. 463 of 1922.*)

Position on chart.—At a distance of about $7\frac{1}{2}$ miles southward from West Volcano island lighthouse.

Lat. $30^{\circ} 13' N.$, long. $121^{\circ} 51' E.$ (*approx.*).

Description.—Sunken wreck of a large junk.

Caution.—Further information has been received that the above wreck is not fast on the sea bottom and drifts slowly with the tidal streams. Mariners are warned, in consequence, to navigate with caution when in this locality.

Note.—As the wreck is no longer stationary the wreck symbol is to be expunged from the charts.

Charts temporarily affected.—No. 1124, Southern approach to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 641 of 4th September 1922. (*H. 6771-22.*)

The 25th November 1922.

BAY OF BENGAL.

Caution.—Report of a derelict Dhow Jalabia.

No. 479 (second publication).—

Subject.—The Master of the SS. *Syriam* reports that a Dhow named *Jalabia* was abandoned on the 19th November 1922 in the following position drifting in a northerly direction with mast standing.

Position.—Lat. $16^{\circ} 31' N.$, long. $94^{\circ} 31' E.$

Caution.—Mariners are warned accordingly.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 830, Bassein river to Pulo Penang.

„ 823, Koronge island to White Point.

Authority.—Principal Port Officer, Burma, Rangoon, telegram dated 23rd November 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond island—Baroni rock buoy.

No. 480 (second publication).—

Former Notice.—No. 207 of 1922.

Subject.—The light shown by the Baroni rock buoy is extinguished. The buoy will be replaced by an unlighted spherical buoy painted black with a white horizontal band.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White point.

Publication.—Bay of Bengal Pilot, 1921, page 447.

Authority.—Port Officer, Bassein, Burma, Notice dated 16th November 1922.

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated rock—Vessel refloated.

*No. 481 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1922), are republished :—

Former Notice.—No. 84M. of 1922. (*This Office No. 455 of 1922.*)

Position.—Lat. $26^{\circ} 23' N.$, long. $56^{\circ} 23' E.$ (*approx.*).

Details.—The SS. *British General* which was reported to be ashore north-east of Perforated rock, is now refloated.

Charts which were affected.—No. 753, Entrance of the Persian Gulf.
 „ 2837a, Persian Gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Senior Naval Officer, Persian Gulf, Henjam, telegram dated 6th November 1922.

GULF OF OMAN—N.-E. COAST OF ARABIA.

As Suwaik—Shoal Water reported north-eastward off.

No. 482 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1922), are republished :—

Position.—Fort at As Suwaik, Lat. $23^{\circ} 51' N.$, long. $57^{\circ} 26' E.$ (approx.).

Details.—Less water reported. Following Soundings were obtained.

Distance and bearing from charted position of As Suwaik fort.

Depth.

(a) 1.20 miles, $07\frac{1}{2}^{\circ}$

2½ fathoms at L. W. S.

(b) 1.37 miles, $017\frac{1}{2}^{\circ}$

3½ fathoms at L. W. S.

Remarks.—The depth of a 4 fathoms approximately in the Vicinity of position (b) seems to be incorrectly charted.

Charts affected.—No. 10c, Muskat to Ras Sukra.

„ 2837a, Persian Gulf, eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 55.

Authority.—The Commanding Officer, H. M. S. *Cyclamen*, Hydrographic Note No. 5, dated 20th October 1922.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkal relaid.

No. 483 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1922), are republished :—

Former Notice.—Nos. 44-M. and 51-M. of 1922. (*This office Nos. 209 and 267 of 1922*) hereby cancelled.

Details.—The following buoys, which were withdrawn during the South-West monsoon, were relaid in their respective positions on the date noted against them.

Alibag Reef Buoy	...	27th September 1922.
Ambalgarh Reef Buoy	...	10th October 1922.
Malvan Rajkot Rock Buoy	...	12th September 1922.
Malvan Harbour Buoy	...	10th „ „
Malvan Johnston Castle Rock Buoy	...	11th „ „
Malvan Outer Rock Buoy	...	3rd October „
Chaldea Rock Buoy	...	6th „ „
Bubra Rock Buoy	...	27th September „
Vengurla Harbour Buoy	...	24th „ „
Modeshwar Dart Rock Buoy	...	30th „ „
Bhatkal Rock Buoy	...	27th „ „

Authority.—Commissioner of Customs, Salt and Excise, Camp *via* Bombay, dated 31st October 1922.

The 17th November 1922.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel not to be removed in January 1923.

No. 458-I (third publication).—

Subject.—The South Patches light-vessel “Sarsuti” will not be removed from her station in January 1923.

Position.—Lat. $21^{\circ} 29\frac{1}{2}' N.$, long. $91^{\circ} 37\frac{1}{2}' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 630.

Bay of Bengal Pilot, 1921, page 326.

Authority.—Port Officer, Chittagong, letter No. 1816, dated the 11th November 1922.

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Cone Clump—Reef south-eastward of; *Non-existence of Rock* south-eastward of.

No. 459 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1566 of 1922), are republished:—

Former Notice.—No. 2114 of 1921. (*This Office No. 33 of 1922.*)

(a) Reef south-eastward of:

Position.—The centre of the reef is at a distance of 1·4 miles, 184° , from the centre of the islet situated near the shore eastward of the Cone clump.

Lat. $11^{\circ} 23' N.$, long. $99^{\circ} 35' E.$ (*approx.*).

Description.—A reef of rocks awash about half a mile in extent in a northerly and southerly direction.

(b) Non-existence of rock south-eastward of:

Position.—At a distance of about 2½ miles south-eastward from the islet referred to above.

Lat. $11^{\circ} 22' N.$, long. $99^{\circ} 36' E.$ (*approx.*).

Details.—The rock marked "P.D." with a depth of less than 6 feet (1^m8) is to be expunged from the charts.

Charts affected.—No. 2719, Lem Tane to Koh Ta kut.

" 2414, Gulf of Siam,

Publication.—China Sea Pilot, Vol. III., 1912, page 133.

Authority.—Bangkok Notice No. 190 of 1922. (*H. 6247-22.*)

CHINA SEA—GASPAR STRAIT.

Shoalwater Island (Sie-Medang)—Reef north-westward of.

No. 460 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1582 of 1922), are republished:—

Position.—At a distance of 0·9 of a mile 341° from the lighthouse on the south-western side of the island.

Lat. $3^{\circ} 18' S.$, long. $107^{\circ} 13' E.$ (*approx.*).

Details.—The above position is to be encircled with a danger line on the charts and the note "Dries" inserted against it.

Charts affected.—No. 2137, Gaspar strait.

" 2149, Banka and Gaspar straits.

Publication.—China Sea Pilot, Vol. II, 1915, page 140.

Authority.—Hague Notice No. 1927 of 1922. (*H. 6325-22.*)

CHINA SEA—BANKA, NORTH-EAST COAST.

Liat Bay—Light-Buoy established.

No. 461 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1583 of 1922), are republished:—

Position.—On the north-western side of Liat rock, at a distance of 7·50 miles 338° from centre of Malang Tetee (Tate rock).

Lat. $1^{\circ} 49' S.$, long. $106^{\circ} 11' E.$ (*approx.*).

Description.—A light-buoy, painted white, exhibiting an *occulting white* light every twenty seconds, thus:

Light,	eclipse,
10 sec.	10 sec.

Charts affected.—No. 2597, Banka strait.

" 2149, Banka and Gaspar straits.

" 941a, Eastern archipelago—sheet I.

Publication.—China Sea Pilot, Vol. II, 1915, page 181.

Authority.—Hague Notice No. 1536 of 1922. (*H. 4925-22.*)

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse—Provisional Light established.

No. 462 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1596 of 1922), are republished:—

Former Notice.—No. 876 of 1922. (*This Office No. 289 of 1922.*)

Position.—On the southern extremity of Tsu sima, on the site of the lighthouse (destroyed) mentioned in the former Notice.

Lat. $34^{\circ} 05' N.$, long. $129^{\circ} 13' E.$ (*approx.*).

Temporary abridged description.—Lt. F. 217 feet, vis. 8 m.

Characteristics:

Character.—Fixed white.*Elevation.*—217 feet (66 1).*Visibility.*—8 miles, from 242° through west to 107°.*Structure.*—Wooden pillar, 10 feet (3^m0) in height.*Power.*—Under 100 candles.*Remarks.*—The provisional light will continue to be exhibited during the process of re-building the lighthouse. Further Notice will be given.*Charts temporarily affected.*—No. 2385, Tsu sima.

,, 3366, Fusan harbour to Port Hamilton.

,, 104, Korean archipelago, southern portion.

,, 127, Hirado kaikyo to Shimonoseki kaikyo.

,, 3480, Shantung promontory to Nagasaki.

,, 1263, China sea.

Publications.—List of Lights, Part VI, 1922, No. 1908.
Japan Pilot, 1914, page 543.*Authority.*—Tokyo, Department of Communications Notice No. 1521 of 1922
(H. 6335-22.)

CHINA, EAST COAST—YANG TSE KIANG, SOUTHERN APPROACH.

*West Volcano Island—Wreck southward of.**No. 463 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1597 of 1922), are republished:—*Position.*—At a distance of 7.50 miles 181° from West Volcano island lighthouse.Lat. 30° 13' N., long. 121° 51' E. (*approx.*).*Description.*—Sunken wreck of a large junk.*Charts affected.*—No. 1124, Southern approach to the Yang tse kiang.

,, 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 638 of 23rd August 1922. (H. 6433-22.)

TASMANIA—EAST COAST.

*St. Helen's Point—Rock eastward of.**No. 464 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1599 of 1922), are republished:—*Position.*—At a distance of about 1½ miles eastward from St. Helen's point.Lat. 41° 16' 45" S., long. 148° 24' 30" E. (*approx.*), on chart No. 1079.*Depth.*—2 fathoms (3^m7).*Note.*—The note "(P.A.) Breaks in heavy weather" is to be inserted against the above rock on the chart.*Chart affected.*—No. 1079, Tasmania.*Publication.*—Australia Pilot, Vol. II, 1918, page 425.*Authority.*—Melbourne Notice No. 6 of 1922. (H. 6440-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY, TANGA BAY APPROACH.

*Ulenge Island Light—Alteration in Characteristics.**No. 465 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1607 of 1922), are republished:—*Position.*—On the north-eastern point.Lat. 5° 01' S., long. 39° 10' E. (*approx.*).*New abridged description.*—Lt. F. & Gp. Fl. (2) ev. 10 sec., 85 ft., vis. 15 m.

Details.—The fixed white-light has been replaced by a *fixed and group flashing* white light showing *two flashes every ten seconds*, thus :

Flash,	eclipse,	flash,	eclipse,
0.25 sec.	2.00 sec.	0.25 sec.	7.50 sec.

Elevation.—85 feet (25^m 9).

Visibility.—15 miles.

Structure.—Black and white stone tower, 85 feet (25^m 9) in height.

Charts affected.—No. 663, Mansa and Tanga bays.
 „ 1390, Chale point to Pangani.
 „ 664, Zanzibar to Malindi.
 „ 597, Delagoa bay to Cape Guardafui.

Publications.—List of Lights, Part VI, 1922, No. 124.
 Africa Pilot, Part III, 1915, page 450 ; Supplement No. 5, 1921.

Authority.—Director of Marine, Dar es Salaam. (H. 6254-22.)

NEW ZEALAND NORTH ISLAND—HAURAKI GULF.

Tiri-Tiri Matangi Light—Red Sector discontinued.

No. 466 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1611 of 1922), are republished :—

Position.—Near the south-eastern end of the island.

Lat. 36° 36' S., long. 174° 54' E. (*approx.*).

New abridged description.—Lt. F. 300 ft. vis. 23 m.

Details.—The fixed red and white light has been replaced by a *fixed white* light. The red sector, which formerly showed to the northward, has been discontinued and is to be expunged from the charts accordingly. The remaining characteristics are unaltered.

Charts affected.—No. 1998, Omaha bay to Tiri Tiri Matangi.
 „ 3565, Bream head to Tepaki point.
 „ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

Publication.—List of Lights, Part VI, 1922, No. 2873.

Authority.—Wellington Notice No. 42 of 1922. (H. 6443-22.)

AUSTRALIA, QUEENSLAND—TORRES STRAIT.

Endeavour Strait—Existence of Shoal.

No. 467 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1630 of 1922), are republished :—

Position.—Northward of Red Wallis island.

Lat. 10° 50' 00" S., long. 142° 01' 30" E., on chart No. 437.

Depth.—3½ fathoms (6^m 9).

Charts affected.—No. 437, Albany pass to Booby island.
 „ 2375, Torres strait, western channels.
 „ 2354, Cape Grenville to Booby island.

Publication.—Australia Pilot, Vol. III, 1916, page 222.

Authority.—H. M. Surveying Vessel *Fantome*. (H. 6604-22.)

KOREA, SOUTH-EAST COAST.

Fusan Harbour—Dredging in Progress.

No. 468 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1631 of 1922), are republished :—

Position.—Uno Se (Channel rock) light-beacon, lat. 35° 07' N., long. 129° 04' E. (*approx.*).

Details.—The dredgers *Kingo Maru* and *Priestman* will be at work, until 31st March 1925, within an area bounded by the following positions :—

- | | | | | | | |
|-----|------------|------|------|--------|----------------|---------------|
| (a) | 4.4 cables | 299° | from | Uno Se | (Channel rock) | light-beacon. |
| (b) | 11.3 | " | 305° | " | " | " |
| (c) | 12.4 | " | 274° | " | " | " |
| (d) | 10.8 | " | 268° | " | " | " |
| (e) | 9.0 | " | 282° | " | " | " |

Vessels are to proceed with caution when passing the dredgers.

The *Kingo Maru* will exhibit a black ball by day and red lights by night. The *Priestman* will exhibit the regulation lights for a vessel at anchor.

The above area is to be marked out by a pecked line on the charts and the note "*Dredging in progress (1922)*" is to be inserted within this area.

Chart affected.—No. 1259, Fusan harbour.

Publication.—E.C. Korea, &c., Pilot, 1913, pages 77, 80.

Authority.—Tokyo Notice No. 400 of 1922. (H. 6493-22.)

JAPAN—HONSHU, EAST COAST.

Ofunato Harbour Entrance—Existence of Shoals and Shoaler Depth.

No. 469 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1632 of 1922), are republished :—

(1) Shoals :

- (a) *Position.*—At a distance of about 5 cables eastward from Goishi saki and 9.0 cables 170° from the eastern islet of Tobi iso.

Lat. 38° 59' N., long. 141° 46' E. (*approx.*).

Depth.—3 fathoms (5^m5).

Remarks.—The name "*Asa ne*" is to be inserted against it.

- (b) *Position.*—At a distance of about 1½ cables northward of (1) (a) and 7.6 cables 172° from the eastern islet of Tobi iso.

Depth.—2½ fathoms (4^m6).

Remarks.—The name "*Oashi ne*" is to be inserted against it.

- (c) *Position.*—South-eastward of O Shima and 10.4 cables 043° from the eastern islet of Tobi iso.

Depth.—3 fathoms (5 5).

Remarks.—The name "*Myojin dashi*" is to be inserted against it.

(2) Shoaler depth :

Position.—At a distance of about one cable southward of (1) (c) and 9.6 cables 046° from the eastern islet of Tobi iso.

Depth.—8 fathoms (14^m6).

Remarks.—The 10 fathom (18^m3) line, in this locality, is to be extended to the southward to include this depth.

Charts affected.—No. 806, Sendai bay to Miyako bay, with plan of Ofunato harbour.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.
(1). (b).

Publication.—Japan Pilot, 1914, pages 244, 245.

Authority.—Tokyo Notice No. 397 of 1922. (H. 6491-22.)

JAPAN—HONSHU, EAST COAST.

Hirota Wan—Existence of Shoal.

No. 470 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1633 of 1922), are republished :—

Position.—At a distance of 9.8 cables 191° from Yonega saki lighthouse.

Lat. 38° 59' N., long. 141° 40' E. (*approx.*).

Depth.—1½ fathoms (2^m7).

Remarks.—The name "*Onaga ne*" is to be inserted against it.

Charts affected.—No. 3216, Plan of Hirota wan.

„ 806, Sendai bay to Miyako bay.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

Publication.—Japan Pilot, 1914, page 243.

Authority.—Tokyo Notice No. 397 of 1922. (H. 6491-22.)

AUSTRALIA, EAST COAST—PORT OF HINCHINBROOK.

Hinchinbrook Channel, northern entrance—Navigation in.

No. 471 (*third publication*).—The Portmaster, Brisbane, has given Notice (No. 4 of 1922) that the northern entrance to Lucinda Point is now marked as follows :—

From Hecate Point to Bluff—

Two Black Buoys

One Red Triangular Pile Beacon

Six pairs of Leading Beacons.

From the Bluff to Wharf—

One Red Buoy

Two White Steering Marks

Three Red Triangular Beacons, marking Dungeness Bank.

The beacons and steering marks are triangular in shape, and the steering marks are painted white with a black centre line.

DIRECTIONS FOR USE.

Vessels when abreast of Hecate Point, three-quarters of a mile distant, should steer S.E. for about three miles, then bring Mangrove Island a little on the starboard bow and steer with it in that position. A black buoy will soon be seen on the port bow ; steer so as to pass it a cable off on the port hand ; when the buoy is abeam bring (No. 1 lead) two triangular beacons in line ahead bearing S. 64° E ; steer for them until the No. 2 leads—which will be seen on the Port beam—come into line bearing N. 25° W ; bring them in line astern and keep them so until Mangrove Point comes on with Woody Hill, abeam, or Mangrove Island with Scraggy Point, astern ; bring the latter on astern and steer for the large gap on Hinchinbrook, No. 3 Leads will then be seen ahead ; bring them in line bearing S. 54° E. and steer for them until No. 4 Leads come in line bearing S. 2° W. ; steer for them until the black buoy on the spit north of Leafe Peak is abeam ; then steer for the toe of Leafe Peak, passing it one cable's length on the Port hand ; keep on at that distance from the Island shore until Haycock Island, which is steep to, opens up ; then steer for it and pass it at a reasonable distance on the Port hand ; continue a mid-channel course until abreast of the next point, then follow the Island shore at two cables' length distant until the No. 5 leads on the northern bank of Seymour River come in line astern, bearing S. 81° W. ; steer with them in that position until the leads (No. 6) on the Bluff are in sight ahead ; bring them in line bearing N. 82° E. and steer for them until abreast of the Bluff, passing a red triangular beacon off the Seaforth River on the Starboard hand ; keep a reasonable distance off the Island shore and steer to pass a red buoy a ship's length on the Starboard hand ; haul round this buoy and bring the two leading marks on South Point in line astern ; pass three triangular beacons on the Dungeness bank on the Starboard hand. When nearing the Jetty bring up, or moor alongside, according to circumstances.

By following the directions a minimum depth of 21 feet at L.W.O.S.T. is available.

All bearings are Magnetic.

Charts affected : Nos. 2763 and 2349 ; Australia Pilot, Vol. 4, Page 183.

AUSTRALIA, EAST COAST.

South Channel, Wide Bay Bar—Navigation in.

No. 472 (*third publication*):—

The Portmaster, Brisbane, has given Notice (No. 5 of 1922) that the front beacon on Hook Point has been shifted some distance to the northward. The directions now to be observed are as follows :—

The triangular beacons on Hook Point bearing about N. 83 degrees W. must be brought into line before crossing the Bar. Keep them so until the triangular beacons on Inskip Point are brought into line, then proceed as formerly.

By following these directions a minimum depth of 10 feet O. L. W. S. will be obtained at present.

Charts affected.—Nos. 3623 and 1030 ; Australia Pilot, Vol. 3, pages 119, 120, and 121.

SOUTH INDIAN OCEAN—MAURITIUS, NORTH COAST.

Flat Island Light—Alteration in Character.

No. 473 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1922), are republished :—

Former Notice.—Admiralty No. 1400 of 1922. (*This office No. 422 of 1922.*)

Position.—On Summit of south-west point of Flat Island.

Lat. $19^{\circ} 53' S.$, long. $57^{\circ} 39' E.$ (approx.).

Details.—On and after 1st November 1922, the character of the white light flashing every minute, will be altered to a group flashing white light every 15 seconds.

Remarks.—Further notice will be issued when full particulars are available.

Note.—The above light on certain copies of chart No. 711, is shown as a revolving white light.

Charts affected.—No. 711, Mauritius or the Isle of France.

„ 2899, Chagos Archipelago to Madagascar.

„ 748a, Indian Ocean, southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.

South Indian Ocean Pilot, 1911, page 115.

Authority.—The Harbour Master, Port Louis.

INDIA, WEST COAST.

Jaigarh Outer Light—Occulting Light re-exhibited.

No. 474 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1922), are republished :—

Former Notice.—No. 80M. of 1921. (*This office No. 180 of 1921*) hereby cancelled.

Position.—On western point of Jaigarh headland.

Lat. $17^{\circ} 18' N.$, long. $73^{\circ} 11' E.$ (approx.).

Details.—The Jaigarh outer light is re-established as occulting light from the 18th October 1922.

The period of occultation is reported to be every 17 seconds, thus :—

Light.	Eclipse.
11 sec.	6 sec.

Note.—Light exhibited bright. Correct period of occultation will be notified later.

Charts which were temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1915, page 203.

Admiralty List of Lights, Part VI, 1922, No. 410.

Indian List of Lights, 40th issue, 1921, No. 108.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 2nd November 1922.

INDIA, WEST COAST—SOUTH KONKAN COAST.

Harnai (Herne)—Fixed White Light temporarily exhibited.

No. 475 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1922), are republished :—

Position.—Lat. $17^{\circ} 48' N.$, long. $73^{\circ} 06' E.$ (approx.).

Details.—A temporary fixed bright light is exhibited from the Harnai Light tower from about 7th November 1922, and will continue to be so exhibited during the time the permanent red fixed light is under repairs.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.
 „ 2736, Gulf of Kutch to Viziadrag.
 „ 826, Karachi to Vengurla.
 „ 1012, Arabian Sea.

Publications.—Admiralty List of Lights, Part VI, 1922, No. 404.
 Indian List of Lights, 40th issue, 1921, No. 104.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 4th November 1922.

INDIA, WEST—TRAVANCORE COAST.

Entrance to Quilon Inner Anchorage—Buoys replaced in position.

No. 476 (third publication).—

With reference to this Office Notice to Mariners No. 203 of 1922, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 10th October 1922, that the buoys marking the entrance to the inner anchorage, Quilon, have been replaced in position as follows—

North (red) buoy bears from the Quilon Flagstaff N. 59° E Mag : distance about 8½ cables.

South (black) buoy bears from the Quilon Flagstaff N. 33½° E Mag : distance about 9½ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Roads, inset on sheet XII West Coast of India, with reference to these buoys.

NOTE—The Flagstaff and the tall red chimney of Messrs. Harrison and Crossfield when in one bears N 45½° E Mag : and leads over the South edge of the 4½ fathom patch in the entrance channel. The chimney should be kept open slightly to the South when passing through the channel.

INDIA, WEST—TRAVANCORE COAST, KOLACHEL ANCHORAGE.

Patna rock, red buoy—Replaced in position.

No. 477 (third publication).—With reference to Notice to Mariners No. 204 of 1922, issued by this Office, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 9th September 1922, that the Patna rock, red buoy, has been replaced in position.

CHINA—YANGTZE RIVER ROUTE : VINE POINT TO PITMAN-KING ISLAND.

Vine Point Channel closed and its buoyage discontinued.

No. 478 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 761 of 1922) that a recent re-sounding of the Vine Point Channel for deep-draught vessels, Yangtze River, shows that this channel has shoaled and is no longer safe for navigation. In consequence this channel is now closed and its buoyage discontinued.

All vessels should now proceed through the channel along the left bank of the river from Vine Point towards the Custom House at Tien-sheng-kiang, which bank should be left at a point about 1·7 miles below the Custom House, and the crossing of the river to Pitman-King Island made on a line drawn from this point to Pitman Light-beacon (S. 69° W., magnetic).

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 20, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

A. MARR,

Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 9th December 1922.

PERSIAN GULF.

Kishm Island—Light on Light-buoy: Temporary alteration in character.

*No. 493 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 97M. of 1922), are republished :—

Position.—Lat. $26^{\circ} 57\frac{1}{2}'$ N., long. $56^{\circ} 18\frac{1}{2}'$ E. (approx.).

Details.—The flashing white light on the light-buoy, moored eastward of Kishm fort was temporarily altered to a fixed white light on the 13th November 1922.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.
„ 2837a, Persian Gulf, eastern sheet.

Authority.—The Commanding Officer, R. I. M. S. “Nearchus” Henjam, Telegram dated 14th November 1922.

INDIA, WEST COAST.

Beit Harbour—Shoal in Western Channel.

*No. 494 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 98M of 1922), are republished :—

Position.—Lat. $22^{\circ} 29' 12''$ N., long. $69^{\circ} 04' 00''$ E.

Description.—A shoal about 3 cables long and half a cable broad, lying in a N. W. by N. and S. E. by S. direction, and with least water 8 feet, exists in the Western Channel. The Northern limit of this shoal is 12 cables 272° and the Southern limit 10·5 cables 258° from Samiani Light House. Vessels should use the Western Entrance with great caution.

Charts affected.—No. 47, Beit Harbour.

„ 43, Gulf of Kutch.

„ 39, Coasts of Sind and Kutch.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 302.

Authority.—Commanding Officer, R. I. M. S. "Palinurus", dated 8th November 1922.

INDIA, WEST COAST—KARACHI HARBOUR.

Corrections to chart No. 40.

No. 495 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notices to Mariners (Nos. 99M. and 104M. of 1922), are republished :—

(a) *Details.*—No. 4 black can buoy, exhibiting a fixed green light, moored about 2 cables east of Manora point light, has been permanently removed.

(b) *Details.*—The note "Removed during S. W. monsoon" against No. 1 black can buoy exhibiting an occulting green light, moored about 2 cables N. E. of Manora breakwater light, is not now applicable, and is to be expunged from the Chart accordingly.

Chart affected.—No. 40, Karachi Harbour.

Publication.—West Coast of India Pilot, 1919, page 337.

Authority.—The Port Officer, Karachi, dated 14th November 1922.

INDIA, WEST COAST—SIND COAST.

Karachi Southern Approach—Less water reported.

No. 496 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1922), are republished :—

Position.—Lat. 24° 45½' N. } approx.
Long. 66° 59' E. }

Details.—The survey recently made by R. I. M. S. *Palinurus* of the approach to Karachi Harbour shows that the 3 and the 5 fathoms contour lines in the vicinity of about 1½ miles south, south-east of Manora Point, break-water, have extended about ½ and ¾ of a mile westward of the charted position respectively.

Caution.—Mariners are warned accordingly.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.

„ 39, Coasts of Sind and Kutch.

„ 38, Muskat to Karachi.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 336.

Authority.—The Director of the Royal Indian Marine Dockyard, Bombay.

PERSIAN GULF.

Al Basra—Mooring Buoys withdrawn.

*No. 497 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 102M. of 1922), are republished :—

Details.—The following five mooring buoys have been removed and will not be replaced.

Position.—Port Directorate flagstaff :—
Lat. $30^{\circ} 31' 20''$ N., Long. $47^{\circ} 50' 54''$ E. (approx.).

Distance and bearing from Port Directorate flagstaff.	Description.
(a) 2,320 feet, 299°	... Black can buoy No. 1.
(b) 2,100 „ 294°	... „ „ „ No. 2.
(c) 1,830 „ 287°	... „ „ „ No. 3.
(d) 1,640 „ 279°	... „ „ „ No. 4.
(e) 1,470 „ 271°	... „ „ „

Chart affected.—No. 1250, Plans in the Shatt-al-Arab, Compartment (A.).

Publication.—Persian Gulf Pilot, 1915, page 290 ; Supplement No. 6, 1921.

Authority.—The Port Officer, Basrah, dated 11th November 1922.

The 1st December 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Steam Pilot vessel to be temporarily relieved by a Sailing vessel.

No. 484 (second publication).—

Subject.—The Steam Pilot vessel stationed at the approach to the Rangoon river will be replaced temporarily on or about the 5th December 1922 by the sailing vessel “Kyauktan” for a period of about two months.

The relief Pilot Brig will exhibit the following signals :—

By day.—A red and white horizontal pilot flag at the main-top-gallant masthead.

A black ball will be hoisted at the fore yard arm when the anchor is aweigh and the brig is drifting.

By night.—A white light will be shown from the fore-top-mast stay when the brig is at anchor.

A white light will be shown from the main-top-gallant masthead when the brig is under weigh.

In addition to the above white lights a flare up light will be shown at interval not exceeding 15 minutes.

Charts temporarily affected.—No. 833, Rangoon river and approaches.
„ 823, Koronge island to White point.
„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1921, page 456.

Authority.—Deputy Conservator of the Port of Rangoon, Notice dated 20th November 1922.

SOUTH INDIAN OCEAN—MAURITIUS, NORTH COAST.

Flat island light—Further details of.

No. 485 (second publication).—

Former Notice.—No. 475 of 1922.

Subject.—On and from the 1st November 1922, the flashing white light will be replaced by a group flashing white light every 15 seconds, thus:—

Flash. $\frac{1}{2}$ sec.	eclipse 2 sec.	flash. $\frac{1}{2}$ sec.	eclipse. 2 sec.	flash. $\frac{1}{2}$ sec.	eclipse. 2 sec.	flash. $\frac{1}{2}$ sec.	eclipse, 7 sec
------------------------------	-------------------	------------------------------	--------------------	------------------------------	--------------------	------------------------------	-------------------

Position.—On summit of south-western point of Flat island.
Lat. $19^{\circ} 53'$ S., long. $57^{\circ} 39'$ E. (approx.).

Charts affected.—No. 711, Mauritius or the Isle of France.
 „ 2899, Chagos archipelago to Madagascar.
 „ 748*a*, Indian Ocean, southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.
South Indian Ocean Pilot, 1911, page 115.

Authority.—Port Department, Mauritius, Notice dated 23rd October 1922.

INDIA, WEST COAST.

Cochin harbour—Wreck removed.

No. 486 (second publication).—With reference to this Office Notice to Mariners No. 436 of 1922, the Presidency Port Officer, Madras, has given further Notice (No. 96 of 1922) that the sunken cargo lighter has now been removed.

SOUTH INDIAN OCEAN.

Christmas Island—Amendments to Chart No. 941a.

No. 487 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1661 of 1922), are republished:—

Position.—Egeria point, lat. $10^{\circ} 28' S.$, long. $105^{\circ} 34' E.$ (*approx.*).

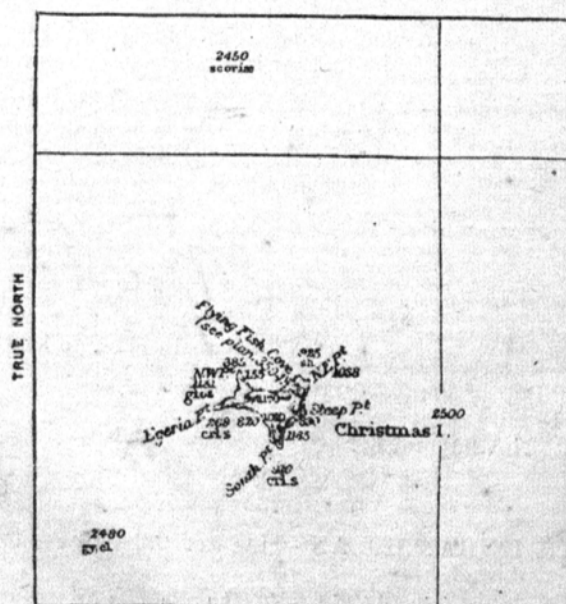
Details.—The accompanying reproduction of a portion of chart No. 941a shows amendments with regard to the orientation of Christmas island.

Note.—The plan on chart No. 3504 is not affected.

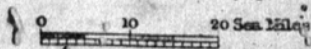
Chart affected.—No. 941a, Eastern Archipelago—sheet 1.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 25, 26.

Authority.—U. M. A. S. *Brisbane* and Hydrographic Department. (*H.* 2647-22.)



Reproduction of Portion of Chart N° 941A



KOREA, SOUTH-WEST COAST—SINGLE CHANNEL.

Maury Islands—Obstruction south-eastward of.

No. 488 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1667 of 1922), are republished :—

Position.—At a distance of about 1½ miles south-eastward from the southern extremity of the 325 ft. (99m) eastern islet.

Lat. 34° 11' 10" N., long. 125° 30' 45" E., on chart No. 3365.

Details.—The above position is to be encircled with a danger line on the charts and the note "Obstruction (1922) E.D." is to be inserted against it.

Charts affected.—No. 3365, Port Hamilton to Mackau group.

" 104, Korean archipelago, southern portion.

" 3480, Shantung promontory to Nagasaki.

" 1262, Hongkong to Gulf of Liau-tung.

Publication.—China Sea Pilot, Vol. V, 1912, page 645.

Authority.—Tokyo Notice No. 408 of 1922. (H. 6636-22.)

CHINA, EAST COAST—YELLOW SEA.

Yang tse Kiang, Northern Approach—Existence of Shoal; Caution.

No. 489 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1668 of 1922), are republished :—

Position.—At a distance of about 59 miles northward from Shaweishan island lighthouse.

Lat. 32° 24' 30" N., long. 122° 08' 30" E. (approx.), on chart No. 3480.

Details.—The symbol for a rock with a depth of less than 6 feet (1m8), together with the note "Repd. (1922) (P.A.)," is to be inserted on the charts in above position.

Caution.—Vessels are warned to exercise caution when navigating in the above locality, as reports indicate the probable existence of further shoals in the vicinity of the position quoted above.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.

" 2412, Amoy to Nagasaki.

" 1262, Hongkong to the Gulf of Liau-tung.

" 1263, China sea.

" 781, Pacific ocean—north-west sheet.

" 2459, North-west Pacific ocean, &c.

Publication.—China Sea Pilot, Vol. V, 1912, page 406.

Authority.—Tokyo Notice No. 409 of 1922. (H. 6637-22.)

PHILIPPINES—LUZON ISLAND, WEST COAST.

Subic Bay—Target Raft withdrawn and Light discontinued.

No. 490 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1922), are republished :—

(a) Target raft withdrawn :

Position.—At a distance of about 4½ cables south-westward from the north-western extremity of Grande Island.

Lat. 14° 46' N., long. 120° 13' E. (approx.).

Details.—The target raft formerly situated in above position has been withdrawn and is to be expunged from the charts accordingly.

(b) Light discontinued :

Position.—Formerly marking the above target raft.

Description.—A fixed red light.

Remarks.—This light is to be expunged from the charts.

Charts affected.—No. 931, Subic bay and Port Silanguin.

" 976, Manila bay.

" 3806, Cabra Island to San Fernando point and Dilasak bay to San Miguel bay.

Publication.—China Sea Pilot, Vol. IV, 1912, page 241.

Authority.—U. S. Government Charts. (H. 6631-22.)

NEW GUINEA, NORTH-WEST COAST—MISOOL, NORTH COAST.

Waigama (Katapu) Anchorage—New Plan.

No. 491 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1689 of 1922), are republished:—

Position.—Katapu, lat. $1^{\circ} 50' S.$, long. $129^{\circ} 51' E.$ (approx.).

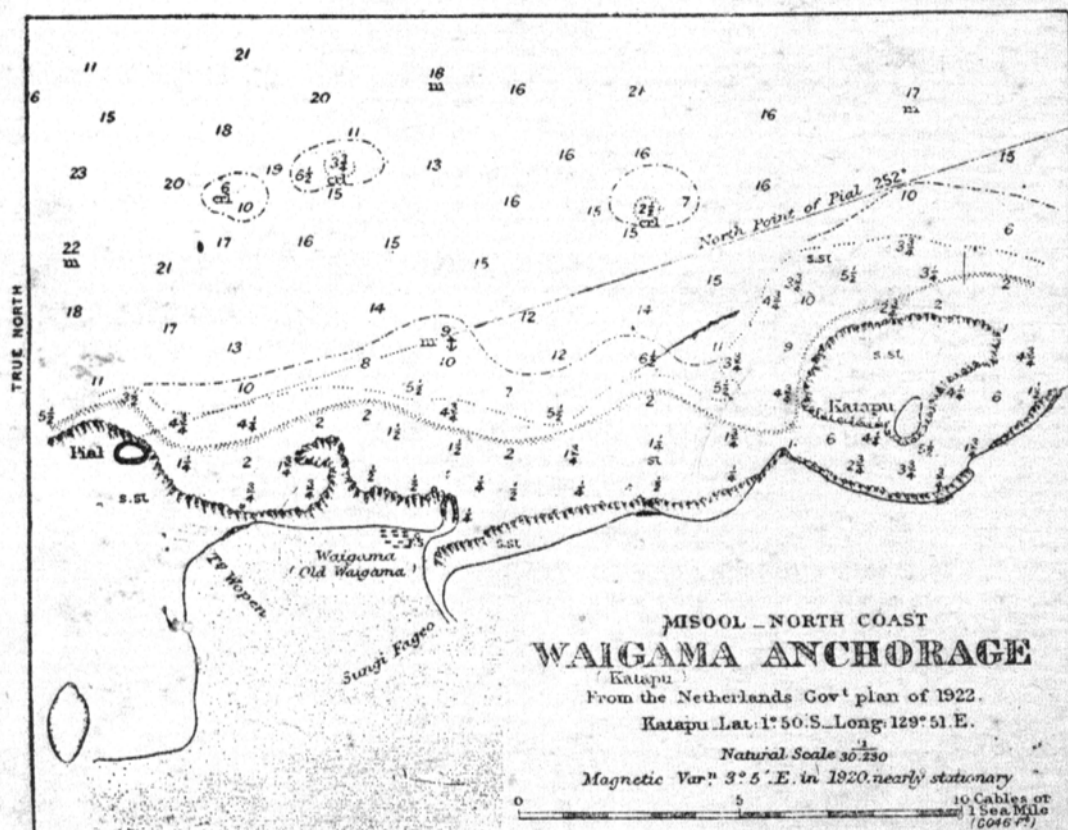
Details.—The accompanying reproduction of portions of charts, Nos. 3440 and 3744 show the necessary amendments with regard to Waigama (Katapu) anchorage. The existing plan of Katapu (New Waigama) anchorage on chart No. 3440 is to be replaced by the new plan of Waigama (Katapu) anchorage.

Charts affected.—No. 3440, Plan of Waigama (Katapu) anchorage.

„ 3744, Tanjong Suaburto Kabu islands.

Publication.—Eastern Archipelago Pilot, Vol. III, 1921, page 102.

Authority.—Netherlands Government Charts. (H. 5689-22).



CHINA, EAST COAST—YANG TSE KIANG, SOUTHERN APPROACH.

West Volcano Island—Caution with regard to Wreck southward of.

*No. 492 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1704 of 1922), are republished :—

Former Notice.—No. 1597 of 1922. (*This Office No. 463 of 1922.*)

Position on chart.—At a distance of about $7\frac{1}{2}$ miles southward from West Volcano island lighthouse.

Lat. $30^{\circ} 13' N.$, long. $121^{\circ} 51' E.$ (*approx.*).

Description.—Sunken wreck of a large junk.

Caution.—Further information has been received that the above wreck is not fast on the sea bottom and drifts slowly with the tidal streams. Mariners are warned, in consequence, to navigate with caution when in this locality.

Note.—As the wreck is no longer stationary the wreck symbol is to be expunged from the charts.

Charts temporarily affected.—No. 1124, Southern approach to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 641 of 4th September 1922. (*H. 6771-22.*)

The 25th November 1922.

BAY OF BENGAL.

Caution.—Report of a derelict Dhow Jalabia.

No. 479 (third publication).—

Subject.—The Master of the SS. *Syriam* reports that a Dhow named *Jalabia* was abandoned on the 19th November 1922 in the following position drifting in a northerly direction with mast standing.

Position.—Lat. $16^{\circ} 31' N.$, long. $94^{\circ} 31' E.$

Caution.—Mariners are warned accordingly.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 830, Bassein river to Pulo Penang.

„ 823, Koronge island to White Point.

Authority.—Principal Port Officer, Burma, Rangoon, telegram dated 23rd November 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond island—Baroni rock buoy.

No. 480 (third publication).—

Former Notice.—No. 207 of 1922.

Subject.—The light shown by the Baroni rock buoy is extinguished. The buoy will be replaced by an unlighted spherical buoy painted black with a white horizontal band.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White point.

Publication.—Bay of Bengal Pilot, 1921, page 447.

Authority.—Port Officer, Bassein, Burma, Notice dated 16th November 1922.

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated rock—Vessel refloated.

*No. 481 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1922), are republished :—

Former Notice.—No. 84M. of 1922. (*This Office No. 455 of 1922.*)

Position.—Lat. $26^{\circ} 23' N.$, long. $56^{\circ} 23' E.$ (*approx.*).

Details.—The SS. *British General* which was reported to be ashore north-east of Perforated rock, is now refloated.

Charts which were affected.—No. 753, Entrance of the Persian Gulf.
 „ 2837a, Persian Gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Senior Naval Officer, Persian Gulf, Henjam, telegram dated 6th November 1922.

GULF OF OMAN—N.-E. COAST OF ARABIA.

As Suwaik—Shoal Water reported north-eastward off.

No. 482 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1922), are republished :—

Position.—Fort at As Suwaik, Lat. $23^{\circ} 51' N.$, long. $57^{\circ} 26' E.$ (approx.).

Details.—Less water reported. Following Soundings were obtained.

Distance and bearing from charted position of As Suwaik fort.

Depth.

(a) 1.20 miles, $07\frac{1}{2}^{\circ}$

2½ fathoms at L. W. S.

(b) 1.37 miles, $017\frac{1}{2}^{\circ}$

3½ fathoms at L. W. S.

Remarks.—The depth of a 4 fathoms approximately in the Vicinity of position (b) seems to be incorrectly charted.

Charts affected.—No. 10c, Muskat to Ras Sukra.

„ 2837a, Persian Gulf, eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 55.

Authority.—The Commanding Officer, H. M. S. *Cyclamen*, Hydrographic Note No. 5, dated 20th October 1922.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkal relaid.

No. 483 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1922), are republished :—

Former Notice.—Nos. 44-M. and 51-M. of 1922. (*This office Nos. 209 and 267 of 1922*) hereby cancelled.

Details.—The following buoys, which were withdrawn during the South-West monsoon, were relaid in their respective positions on the date noted against them.

Alibag Reef Buoy	...	...	27th September 1922.
Ambalgarh Reef Buoy	...	...	10th October 1922.
Malvan Rajkot Rock Buoy	...	...	12th September 1922.
Malvan Harbour Buoy	...	...	10th „ „
Malvan Johnston Castle Rock Buoy	...	...	11th „ „
Malvan Outer Rock Buoy	...	...	3rd October „
Chaldea Rock Buoy	...	...	6th „ „
Bubra Rock Buoy	...	...	27th September „
Vengurla Harbour Buoy	...	...	24th „ „
Modeshwar Dart Rock Buoy	...	...	30th „ „
Bhatkal Rock Buoy	...	...	27th „ „

Authority.—Commissioner of Customs, Salt and Excise, Camp *via* Bombay, dated 31st October 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 27, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
Secretary to the Government of Bengal, Marine Department.
CALCUTTA, the 16th December 1922.

INDIA, SOUTH COAST—GULF OF MANAR.

Caution.—Report of derelict Brigantine Flor-de-mar.

No. 498 (first publication).—

Subject.—The Brigantine Flor-de-mar of 128·55 tons was abandoned dismasted and in a sinking condition on the 30th November 1922, in the following position.

Position.—Lat. $7^{\circ} 45' N.$, long. $77^{\circ} 50' E.$

Caution.—As this derelict may constitute a danger to navigation, mariners are hereby warned.

Charts affected.—No. 70, Bay of Bengal.
" 827, Vengurla to Cape Comorin.
" 828, Cape Comorin to Cocanada.
" 68B, Palk Strait and Gulf of Manar—Sheet 2.

Authority.—Madras Notice No. 103, dated 7th December 1922.

BAY OF BENGAL.

Caution.—Report of a derelict boat.

No. 499 (first publication).—

Subject.—The Master of the SS. "Winkfield" reports having passed a derelict boat in the following position:—

Position.—Lat. $19^{\circ} 27' N.$, long. $92^{\circ} 00' E.$

Caution.—As this derelict constitutes a danger to navigation, mariners are hereby warned.

Charts affected.—No. 70, Bay of Bengal.
" 829, Cocanada to Bassein river.

INDIA, EAST COAST.

*Bimlipatam light—Alteration in character.**No. 500 (first publication).—**Former Notice.*—No. 108 of 1922.*Date of alteration.*—10th April 1923.*Subject.*—The character of the Bimlipatam light will be altered from group occulting white to flashing white, giving one single flash every 3 seconds, thus :—

Flash	Eclipse.
$\frac{3}{10}$ sec.	$\frac{27}{10}$ secs.

Position.—Lat. $17^{\circ} 53'$ N., long. $83^{\circ} 27'$ E.*Description of tower.*—Masonry Tower.*Height.*—About 35 feet above high water.*Visibility.*—11 miles.*Arc of illumination.*—All direction seaward.*Charts affected.*—No. 70, Bay of Bengal.

" 829, Cocanada to Bassein river.

" 1424, Bimlipatam to Gopalpore.

" 1711, Narsapur point to Bimlipatam.

Publications.—List of Lights, Part VI, 1922, No. 575.

Bay of Bengal Pilot, 1921, page 253.

Authority.—Madras Notice No. 98 of 1922.

INDIA, WEST COAST.

*Rajpuri Point—"Whale reef" buoy replaced in position.**No. 501 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 105M. of 1922), are republished :—*Former Notice.*—No. 69-M. of 1921. (*This office No. 150 of 1921.*)*Date replaced.*—On 21st November 1922.*Position.*—Lat. $18^{\circ} 17'$ N., long. $72^{\circ} 54'$ E. (approx.).*Details.*—It is notified that a new red conical buoy has been replaced on the North side of the "Whale reef" off the Rajpuri point.*Charts which were temporarily affected.*—No. 400, Janjira Harbour.

" 738, Kundari Island to Boria Pagoda.

Authority.—The Collector and Political Agent, Kolaba, dated 29th November 1922.

AUSTRALIA, EAST COAST.

*Queensland and Coral sea—Cyclone warnings (December to April).**No. 502 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of Navigation, Melbourne, are republished :—

1. Mariners and others are hereby notified that the following arrangements have been made for the issue of warnings of cyclonic disturbances off the coast of Queensland.

2. By arrangement with the Commonwealth Meteorological Bureau, warning of a cyclonic disturbance is despatched by urgent telegram (including Sundays) to the radio stations and post offices of the ports in the area likely to be affected.

3. Radio stations will broadcast such warning to all ships, and in special cases the Meteorologist will indicate when his next report will issue.

4. At 4-30 P.M. daily, except Sundays, Radio Stations will broadcast an "Ocean Forecast Message" giving state of weather, direction and force of wind, and state of sea at 3 P.M. along the Queensland Coast, followed by a forecast of probable conditions during the ensuing 24 hours. On Saturdays, the forecast of probable conditions will be for the ensuing 48 hours.

5. For the information of ships not equipped with wireless, but having any of the undermentioned stations in sight, arrangements have been made that when a message

is received reporting the suspected development or existence of a dangerous storm or cyclonic disturbance a Red Pennant (six feet by eighteen feet) will be flown as stated hereunder :—

Station.	Flown on Flagpole at—	Station.	Flown on Flagpole at—
Thursday Island ...	Town Hall.	Proserpine ...	Municipal Council Office.
Goode Island ...	Signal Station.	Mackay ...	Harbour Board Office and Flat Top Island.
Archer Point ...	Signal Station.	Cape Capricorn ...	Signal Station.
Port Douglas ...	Council Hall.	Rockhampton ...	Post Office.
Cairns ...	Customs Office.	Port Alma ...	Lightkeeper's House
Innisfail ...	Municipal Council Hall.	Gladstone ...	Post Office.
Halifax ...	Progress Association.	Bustard Head ...	Signal Station.
Ingham ...	Shire Hall.	Bundaberg ...	Post Office.
Lucinda ...	Pilot Station.	Maryborough ...	Post Office.
Townsville ...	Fire Brigade Station and Pilot Station.	Double Island Point ...	Signal Station.
Cape Cleveland ...	Signal Station.	Caloundra Head ...	Signal Station.
Ayr ...	Shire Hall.	Cape Moreton ...	Signal Station.
Bowen ...	Harbour Master's Office.	Fort Lytton ...	Fort—Red Pennant by day. Red Light shown by night.

and details of such message may be obtained from the Postmaster or Harbour officials at any of the ports or places at which these signals are displayed.

* Where a vessel leaves the port of Brisbane without receiving a Cyclone warning, but observes the above signal at Fort Lytton, the Lightkeeper at the Pile Light will, if requested, transmit particulars of the message by means of semaphore, morse, or megaphone.

INDIA, EAST COAST.

Pamban—Abolition of flagstaff.

No. 503 (first publication).—The Presidency Port Officer, Madras, has given notice No. 100 of 1922 that the flag staff on Mundel Point, Pamban, which was erected in 1898 for the guidance of pilots will be abolished and dismantled with effect from 1st January 1923.

CHINA SEA—SINGAPORE STRAIT, KEPPEL HARBOUR WESTERN APPROACH.

Cyrene Reef—Wreck north-eastward of.

No. 504 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1733 of 1922), are republished :—

Position.—At a distance of 5·4 cables 009° from beacon No. 6 situated on the south-eastern edge of Cyrene reef.

Lat. 1°16' N., long. 103°46' E. (approx.).

Description.—Sunken wreck of a vessel, with mast visible 20 feet (6^m1) above water.

Charts affected.—No. 1994, Western approaches to Singapore.

„ 2403, Singapore strait, with plan of Selat Sinki.

Authority.—H. M. Surveying Vessel *Mertin*, Hyd. Note No. 2 of 1922. (H. 6925-22.)

JAVA, EAST COAST—BALI STRAIT.

Banyuwangi Road—General amendments to chart.

No. 505 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1734 of 1922), are republished :—

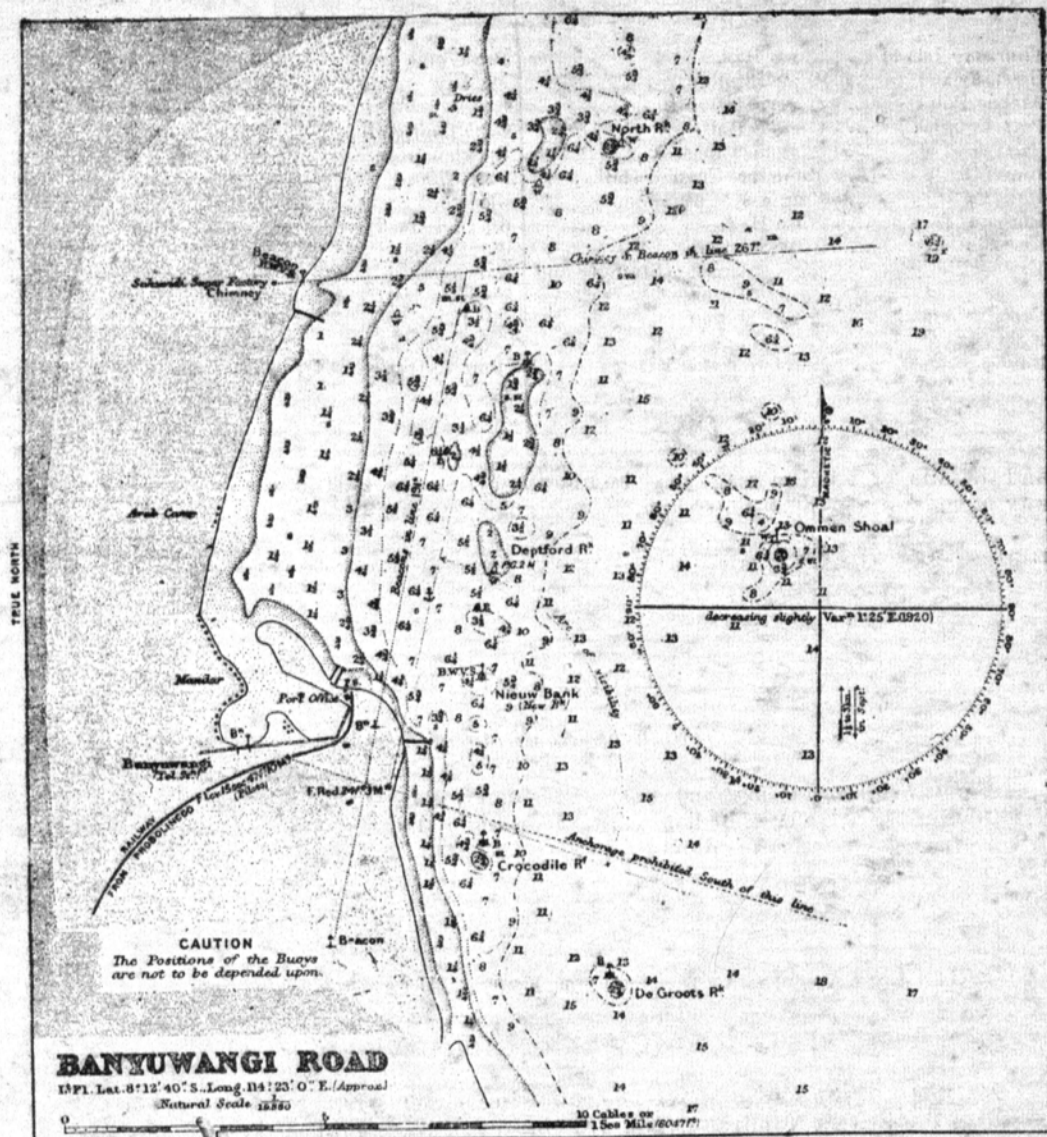
Position.—Banyuwangi, lat. 8° 13' S., long. 114° 23' E. (approx.).

Details.—The accompanying reproduction of a portion of chart No. 3726, together with the plan quoted below, shows extensive amendments with regard to Banyuwangi road embodying the latest information received.

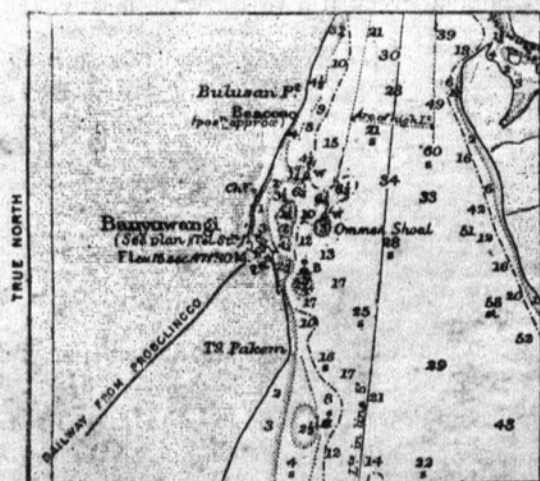
Chart affected.—No. 3726, Bali strait, with plan of Banyuwangi road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 156, 157, 158.

Authority.—Netherlands Government Chart. (H. 5975-22.)



Reproduction of Portion of Chart N° 3726.



Reproduction of Portion of Chart N° 3726.

0 5 Sea Miles

CHINA, EAST COAST—YANG TSE KIANG, SOUTHERN APPROACH.

South Channel, Fairway Light-and-Bell buoy—Alteration in position.

No. 506 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1752 of 1922), are republished :—

New position.—At a distance of about one mile southward from charted position. Lat. $31^{\circ} 00' 33''$ N., long. $122^{\circ} 09' 30''$ E., on chart No. 1602.

Description.—Fairway light-and-bell-buoy, painted in red and black horizontal stripes, exhibiting an *occulting white* light.

Charts affected—No. 1602, Approaches to the Yang tse kiang.

„ 1193, Kue shan islands to the Yang tse kiang.

Publication.—China Sea Pilot, Vol. V, 1912, page 375.

Authority.—Shanghai Notice No. 640 of 1st September 1922. (H. 6753-22.)

NEW GUINEA, EAST COAST—NEW BRITAIN, NORTH-WEST COAST.

Dampier Strait—Shoal reported.

No. 507 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1753 of 1922), are republished :—

Position.—At a distance of about 13 miles north-westward from Cape Gloucester.

Lat. $5^{\circ} 15' 00''$ S., long. $148^{\circ} 20' 00''$ E. (*approx.*), on chart No. 2766.

Depth.— $1\frac{1}{2}$ fathoms (23), sand and coral.

Note.—The note “*Repd. (1922) (P.A.)*” is to be inserted against the above shoal on chart No. 2766.

Charts affected.—No. 2766, North-East coast of New Guinea, &c.

„ 780, Pacific ocean—south-west sheet.

„ 2759a, Australia—northern portion.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 275.

Authority.—Melbourne Notice No. 7 of 1922. (H. 6746-22.)

PERSIAN GULF ENTRANCE—OMAN, NORTH COAST.

Musandam Peninsula—Rock northward of.

No. 508 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1761 of 1922), are republished :—

Position.—At a distance of 3 cables 020° from Perforated rock.

Lat. $26^{\circ} 24' N.$, long. $56^{\circ} 23' E.$ (*approx.*).

Depth.— $2\frac{1}{2}$ fathoms (4.6), rock.

Charts affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—H. M. S. *Cyclamen*. (H. 6937-22.)

STRAIT OF MALACCA, MALAY PENINSULA—KLANG STRAIT, NORTHERN APPROACH.

Selangor Light—Normal character resumed.

No. 509 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1762 of 1922), are republished :—

Former Notice.—No. 1328 of 1922 (*this office No. 411 of 1922*) hereby cancelled.

Position.—On Kwala Selangor hill.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 15' E.$ (*approx.*).

Details.—This light, which temporarily showed fixed white, has now resumed its normal character, which is *occulting white every thirty seconds*, as described in the Admiralty List of Lights.

Charts which were temply. affected.—No. 3766, North approach to Klang Strait.

„ 794, Pulo Berhala to Cape Rachado.

„ 1355, Malacca Strait.

Publication.—List of Lights, Part VI, 1922, No. 752.

Authority.—Harbour Master, Port Swettenham. (H. 5296-22.)

JAPAN—INLAND SEA, SHIMONOSEKI KAIKYO.

He Saki Light—Red sector discontinued.

No. 510 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1763 of 1922), are republished:—

Position.—Lat. $33^{\circ} 58' N.$, long. $131^{\circ} 01' E.$ (*approx.*).

New abridged description.—Lt. F. Fl. *ev.* 15 sec. 122 ft. vis. 17 m.

Details.—The red sector of the above light has been discontinued. The light now shows *fixed and flashing white every fifteen seconds* from 097° through south to 000° . The remaining characteristics are unaltered.

Charts affected.—No. 1578, Shimonoseki Kaikyo.

- „ 532, Approach to Shimonoseki Kaikyo.
- „ 3225, Shimonoseki Kaikyo to Moruyama Zaki.
- „ 2875, Naikai (Seto uchi) or Inland Sea.
- „ 358, Western Coasts of Kyushu and Honshu.
- „ 2347, Honshu, Kyushu, and Shikoku, &c.

Publications.—List of Lights, Part VI, 1922, No. 1929.

Japan Pilot, 1914, page 575.

Authority.—Tokyo Notice No. 1521 of 1922. (*H. 6923-22.*)

JAVA, NORTH-EAST COAST.

Surabaya Strait, Northern Entrance—Light-buoy established.

No. 511 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1772 of 1922), are republished:—

Position.—On the eastern side of the northern end of channel leading to West Gat, and 9.65 miles 021° from Cape Piring lighthouse.
Lat. $6^{\circ} 53' S.$, long. $112^{\circ} 45' E.$ (*approx.*).

Description.—A light-buoy, painted black, exhibiting an *occulting white light every twenty seconds*, thus:

Light,	eclipse,
10 sec.	10 sec.

Chart affected.—No. 934, Plan of Surabaya strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 135.

Authority.—Hague Notice No. 2022 of 1922. (*H. 6670-22.*)

BORNEO, EAST COAST—SESAJAP RIVER ENTRANCE.

Tarakan Light-Vessel—Alteration in position.

No. 512 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1773 of 1922), are republished:—

New position.—At a distance of about 2½ miles south-westward from charted position.

Lat. $3^{\circ} 13' 12'' N.$, long. $117^{\circ} 53' 41'' E.$, on chart No. 3577.

Remarks.—The characteristics of the above light-vessel are unaltered.

Charts affected.—No. 3577, Sesajap and Bulungan rivers.

- „ 2576, Sulu archipelago and north-east coast of Borneo.
- „ 2636, North part of the Strait of Makassar.
- „ 2660b, China sea, southern portion—eastern sheet.

Publications.—List of Lights, Part VI, 1922, No. 1059.

Eastern Archipelago Pilot, Part II, 1913, page 441; Supplement No. 5, 1921.

Authority.—Hague Notice No. 2023 of 1922. (*H. 6671-22.*)

JAPAN—INLAND SEA, HARIMA NADA.

Kako Gawa—Light established.

No. 513 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1774 of 1922), are republished:—

Position.—On the outer end of the east breakwater.

Lat. $34^{\circ} 43' 52''$ N., long. $134^{\circ} 47' 45''$ E., on chart No. 3566.

Characteristics:

Character.—Fixed white.

Elevation.—28 feet (8^m5).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—Red iron and wooden framework on square stone base, 20 feet (6^m1) in height.

Remarks.—The light is unwatched.

Note.—The abridged description "L^{ts}. F. R. & W. (U)," which includes that of the west breakwater light, is to be substituted for "L^{ts}. F. Red" at Kako Gawa entrance on the charts.

Charts affected.—No. 3566, Izumi nada and Harima nada.

" 2875, Nakai or Inland sea.

Publications.—List of Lights, Part VI, 1922, No. 1990a.

Japan Pilot, 1914, page 291.

Authority.—Tokyo Notice No. 1617 of 1922. (H. 6924-22.)

TASMANIA, SOUTH COAST—RIVER DERWENT.

Stanhope Point—Amendments to chart with regard to Aerial Power Cables, Telephone Cable, Lights, Beacons and Jetty.

No. 514 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1777 of 1922), are republished:—

Positions.—Stanhope point, lat. $42^{\circ} 50'$ S. long. $147^{\circ} 20'$ E. (approx.).

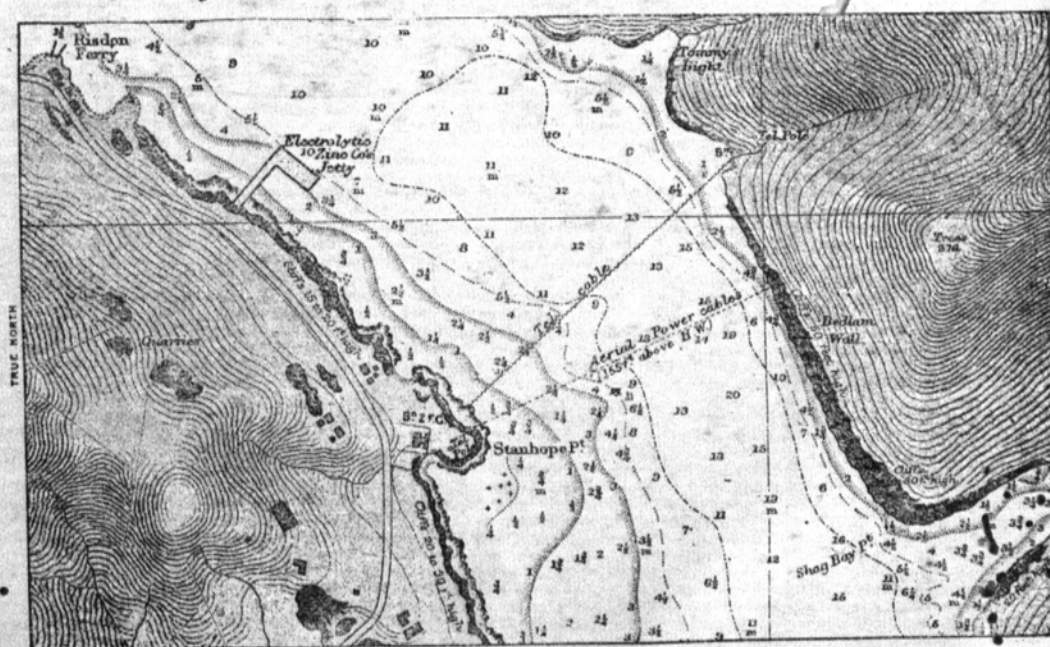
Details.—The accompanying reproduction of a portion of chart No. 3090 shows the positions of:

- (a) Aerial power cables and a submarine telephone cable which cross the river from Stanhope point.
- (b) Two fixed green lights and a beacon close to Stanhope point. These two lights in line indicate the direction of the telephone cable.
- (c) A telephone pole at Stanhope point.
- (d) A beacon and telephone pole on eastern side of river.
- (e) A new jetty situated about 2½ cables north-westward from Stanhope point.
- (f) A new building situated about 1½ cables south-westward from Stanhope point.

Chart affected.—No. 3090, Pavilion point to Dowsing point.

Publication.—Australia Pilot, Vol. II, 1918, page 385.

Authority.—Australian Hydrographer. (H. 6504-22.)



Reproduction of Portion of Chart No. 3090

CHINA SEA—COCHIN CHINA, ANNAM.

Kam Ranh Bay—Existence of shoals; Caution.

No. 515 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1779 of 1922), are republished :—

- (a) *Position*.—On the south-western side of the entrance, at a distance of 1·23 miles 280° from Hon Chut lighthouse.

Lat. $11^{\circ} 47' N.$, long. $109^{\circ} 12' E.$ (*approx.*).

Depth.— $4\frac{1}{2}$ fathoms (8^m7).

Remarks.—The 9-fathom (16^m5) depth close south-eastward of this position is to be deleted from the charts.

- (b) *Position*.—On the north-western side of Little Pass, at a distance of 1·20 miles 075° from the 456 ft. (139^m0) summit near the north-western end of Tangne island.

Depth.— $2\frac{1}{2}$ fathoms (4^m6).

Remarks.—The 6-fathom (11^m0) depth in approximately this position, together with the 5-fathom (9^m1) line close south-westward and southward of the same position, are to be deleted from chart No. 3028.

- (c) *Position*.—Close north-eastward of (b) and at a distance of 1·28 miles 074° from the 456 ft. (139^m0) summit near the north-western end of Tangne island.

Depth.— $2\frac{1}{2}$ fathoms (5^m0).

Remarks.—The $6\frac{1}{2}$ -fathom (11^m9) depth close north-eastward of this position is to be deleted from chart No. 3028. Depths (b) and (c), which form one shoal, are to be enclosed by a 3-fathom (5^m5) line.

Caution.—The following cautionary note is to be inserted near the title on chart No. 3028 :—

CAUTION.

As this chart differs considerably from the most recent French Government survey, it must be used with caution, pending the issue of a new edition (1922).

Charts affected.—No. 3028, Kam ranh bay.

„ 1008, Kam ranh bay to Vung ro bay. (a).

Publication.—China Sea Pilot, Vol. III, 1912, pages 212, 213.

Authority.—Hydrographic Department and French Government Chart. (H. 7020-22.)

BORNEO EAST COAST.

Kuran (Berau) River Entrance—Decreased depth on shoal.

No. 516 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1784 of 1922), are republished :—

Position.—At a distance of about 9 miles westward from Pulo Samana.

Lat. $2^{\circ} 09' 3'' N.$, long. $118^{\circ} 10' 12'' E.$ on chart No. 2636.

Depth.— $1\frac{1}{2}$ fathoms (2^m7).

Remarks.—The 4-fathom (7^m3) depth close south-westward of above position is to be expunged from the charts.

Charts affected.—No. 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 432; Supplement No. 5, 1921.

Authority.—Hauge Notice No. 2187 of 1922. (H. 7188-22.)

CHINA SEA—SINGAPORE STRAIT, KEPPEL HARBOUR, SOUTH-WESTERN APPROACH.

South Sister Islet—Wreck westward of.

No. 517 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1785 of 1922), are republished :

Position.—At a distance of 10·0 cables 263° from the 67 ft. (20^m·4) Δ of South Sister islet.

Lat. 1° 13' N., long. 103° 49' E. (approx.).

Description.—Sunken wreck of a lighter. •

Charts affected.—No. 1994, Western approaches to Singapore.

„ 2403, Singapore strait, with plan of Selat Sinki.

Authority.—Hague Notice No. 2185 of 1922. (H. 7186-22.)

NEW ZEALAND—SOUTH ISLAND.

Otago Harbour—Light established; Buoy withdrawn; Leading lights discontinued.

No. 518 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1786 of 1922), are republished :—

(1) Light established :

Position.—On the outer end of mole at the entrance, at a distance of 4·07 cables 305° from Taiaroa head lighthouse.

Lat. 45° 47' S., long. 170° 45' E. (approx.).

Abridged description.—Lt. Fl. ev. 3 sec. 23 ft., vis. 4 m. (U).

Characteristics :

Character.—Flashing white every three seconds, thus :—

Flash,	eclipse,
0·3 sec.	2·7 sec.

Elevation.—23 feet (7^m·0).

Visibility.—4 miles.

Structure.—Red cylindrical pedestal on hexagonal concrete pile structure.

Note.—The light is unwatched.

(2) Buoy withdrawn :

Position.—Formerly marking the outer end of mole and about 4 cables north-westward from Taiaroa head lighthouse.

Description.—A red can buoy.

Remarks.—The above buoy has been withdrawn and is to be expunged from the charts accordingly.

(3) Leading lights discontinued :

(a) *Position.*—At a distance of about 5½ cables north-eastward from Maori Kaike jetty.

Description.—A flashing white light every two seconds.

Remarks.—The note “Red Bⁿ. No. 2,” inserted against the site of this light, on chart No. 2411 is to be replaced by the note “Bⁿ. No. 2.”

(b) *Position.*—At a distance of about 1½ cables eastward from Maori Kaike jetty.

Description.—A flashing white light every second.

Remarks.—The note “Beacon B.W.H.S. (Pos. approx.).” inserted against the site of this light, is to be retained on chart No. 2411.

In the note inserted against the leading line “Bⁿ. in line” is to be substituted for “Lights in line.”

Charts affected.—No. 2411, Otago harbour, with plan of entrance to Otago harbour.

„ 2532, Banks peninsula to Otago.

„ 2533, Otago to Maitauri river.

„ 3629, Hokitika to Otago harbour.

Publications.—List of Lights, Part VI, 1922, Nos. 3044, 3045.

New Zealand Pilot, 1919, page 362; Supplement No. 2, 1921.

Authority.—Wellington Notice No. 50 of 1922. (H. 7108-22.)

PORTUGUESE EAST AFRICA.

Chinde River Light—Alteration in characteristics.

No. 519 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1804 of 1922), are republished :—

Position.—On the southern side of the entrance, at a distance of about 8 cables south-westward from Foot point (Liberal point).

Lat. $18^{\circ} 34' S.$, long. $36^{\circ} 29' E.$ (approx.).

New abridged description.—Lt. F. Gn. 38 ft., vis 11 m.

Details.—The fixed white light in the above position has been replaced by a fixed green light.

Elevation.—38 feet (11^m6).

Visibility.—11 miles.

Structure.—Iron framework structure, 23 feet (10^m1) in height.

Charts affected.—No. 1421, Plans of bar and entrance of the River Chinde, and River Chinde.

„ 1810, River Zambesi to Mozambique harbour.

„ 597, Delagoa bay to Cape Guardafui.

Publications.—List of Lights, Part VI, 1922, No. 78.

Africa Pilot, Part III, 1915, page 234.

Authority.—Lisbon Notice No. 16 of 1922. (H. 7163-22.)

The 9th December 1922.

PERSIAN GULF.

Kishm Island—Light on Light-buoy : Temporary alteration in character.

No. 493 (second publication).—The following particulars, etc., relative to the above issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 97M. of 1922), are republished :—

Position.—Lat. $26^{\circ} 57' N.$, long. $56^{\circ} 18' E.$ (approx.).

Details.—The flashing white light on the light-buoy, moored eastward of Kishm fort was temporarily altered to a fixed white light on the 13th November 1922.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, eastern sheet.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus" Henjam, Telegram dated 14th November 1922.

INDIA, WEST COAST.

Beit Harbour—Shoal in Western Channel.

No. 494 (second publication).—The following particulars, etc., relative to the above issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 98M of 1922), are republished :—

Position.—Lat. $22^{\circ} 29' 12'' N.$, long. $69^{\circ} 04' 00'' E.$

Description.—A shoal about 3 cables long and half a cable broad, lying in a N. W. by N. and S. E. by S. direction, and with least water 8 feet, exists in the Western Channel. The Northern limit of this shoal is 12 cables 272° and the Southern limit 10·5 cables 258° from Samiani Light House. Vessels should use the Western Entrance with great caution.

Charts affected.—No. 47, Beit Harbour.

„ 43, Gulf of Kutch.

„ 39, Coasts of Sind and Kutch.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 302.

Authority.—Commanding Officer, R. I. M. S. "Palinurus", dated 8th November 1922.

INDIA, WEST COAST—KARACHI HARBOUR.

Corrections to chart No. 40.

No. 495 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notices to Mariners (Nos. 99M. and 104M. of 1922), are republished :—

(a) *Details.*—No. 4 black can buoy, exhibiting a fixed green light, moored about 2 cables east of Manora point light, has been permanently removed.

(b) *Details.*—The note "Removed during S. W. monsoon" against No. 1 black can buoy exhibiting an occulting green light, moored about 2 cables N. E. of Manora breakwater light, is not now applicable, and is to be expunged from the Chart accordingly.

Chart affected.—No. 40, Karachi Harbour.

Publication.—West Coast of India Pilot, 1919, page 337.

Authority.—The Port Officer, Karachi, dated 14th November 1922.

INDIA, WEST COAST—SIND COAST.

Karachi Southern Approach—Less water reported.

No. 496 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1922), are republished :—

Position.—Lat. 24° 45½' N. } approx.
Long. 66° 59' E. }

Details.—The survey recently made by R. I. M. S. *Palinurus* of the approach to Karachi Harbour shows that the 3 and the 5 fathoms contour lines in the vicinity of about 1½ miles south, south-east of Manora Point, break-water, have extended about ½ and ¾ of a mile westward of the charted position respectively.

Caution.—Mariners are warned accordingly.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.

„ 39, Coasts of Sind and Kutch.

„ 38, Muskat to Karachi.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 336.

Authority.—The Director of the Royal Indian Marine Dockyard, Bombay.

PERSIAN GULF.

Al Basra—Mooring Buoys withdrawn.

*No. 497 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 102M. of 1922), are republished :—

Details.—The following five mooring buoys have been removed and will not be replaced.

Position.—Port Directorate flagstaff :—

Lat. $30^{\circ} 31' 20''$ N., Long. $47^{\circ} 50' 54''$ E. (approx.).

Distance and bearing from Port Directorate flagstaff.	Description.
(a) 2,320 feet, 299°	... Black can buoy No. 1.
(b) 2,100 " 294°	... " " " No. 2.
(c) 1,830 " 287°	... " " " No. 3.
(d) 1,640 " 279°	... " " " No. 4.
(e) 1,470 " 271°	... " " " "

Chart affected.—No. 1250, Plans in the Shatt-al-Arab, Compartment (A.).

Publication.—Persian Gulf Pilot, 1915, page 290 ; Supplement No. 6, 1921.

Authority.—The Port Officer, Basrah, dated 11th November 1922.

The 1st December 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Steam Pilot vessel to be temporarily relieved by a Sailing vessel.

No. 484 (third publication).—

Subject.—The Steam Pilot vessel stationed at the approach to the Rangoon river will be replaced temporarily on or about the 5th December 1922 by the sailing vessel "Kyauktan" for a period of about two months.

The relief Pilot Frig will exhibit the following signals :—

By day.—A red and white horizontal pilot flag at the main-top-gallant masthead.

A black ball will be hoisted at the fore yard arm when the anchor is aweigh and the brig is drifting.

By night.—A white light will be shown from the fore-top-mast stay when the brig is at anchor.

A white light will be shown from the main-top-gallant masthead when the brig is under weigh.

In addition to the above white lights a flare up light will be shown at interval not exceeding 15 minutes.

Charts temporarily affected.—No. 833, Rangoon river and approaches.
 " 823, Koronge island to White point.
 " 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1921, page 456.

Authority.—Deputy Conservator of the Port of Rangoon, Notice dated 20th November 1922.

SOUTH INDIAN OCEAN—MAURITIUS, NORTH COAST.

Flat island light—Further details of.

No. 485 (third publication).—

Former Notice.—No. 473 of 1922.

Subject.—On and from the 1st November 1922, the flashing white light will be replaced by a group flashing white light every 15 seconds, thus:—

Flash.	eclipse	flash.	eclipse.	flash.	eclipse.	flash.	eclipse.
$\frac{1}{2}$ sec.	2 sec.	$\frac{1}{2}$ sec.	2 sec.	$\frac{1}{2}$ sec.	2 sec.	$\frac{1}{2}$ sec.	7 sec.

Position.—On summit of south-western point of Flat island.
Lat. $19^{\circ} 53' S.$, long. $57^{\circ} 39' E.$ (approx.).

Charts affected.—No. 711, Mauritius or the Isle of France.
" 2899, Chagos archipelago to Madagascar.
" 748a, Indian Ocean, southern portion.

Publications.—List of Lights, Part VI, 1922, No. 171.
South Indian Ocean Pilot, 1911, page 115.

Authority.—Port Department, Mauritius, Notice dated 23rd October 1922.

INDIA, WEST COAST.

Cochin harbour—Wreck removed.

No. 486 (third publication).—With reference to this Office Notice to Mariners No. 436 1922, the Presidency Port Officer, Madras, has given further Notice (No. 96 of 1922) that the sunken cargo lighter has now been removed.

SOUTH INDIAN OCEAN.

Christmas Island—Amendments to Chart No. 941a.

No. 487 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1661 of 1922), are republished:—

Position.—Egeria point, lat. $10^{\circ} 28' S.$, long. $105^{\circ} 34' E.$ (approx.).

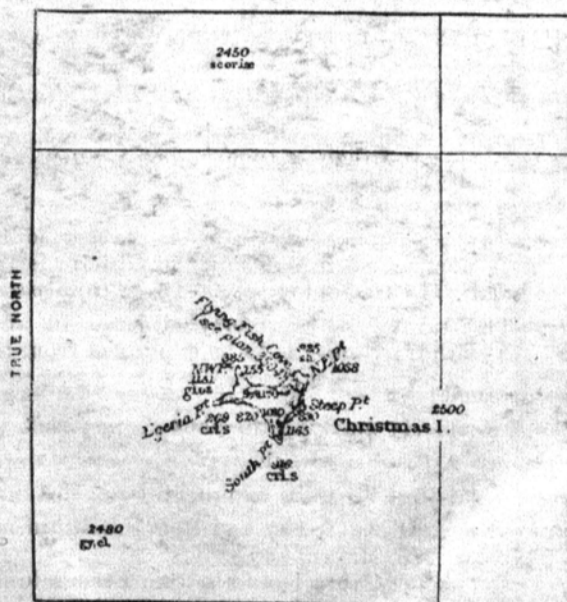
Details.—The accompanying reproduction of a portion of chart No. 941a shows amendments with regard to the orientation of Christmas island.

Note.—The plan on chart No. 3504 is not affected.

Chart affected.—No. 941a, Eastern Archipelago—sheet 1.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 25, 26.

Authority.—H. M. A. S. Brisbane and Hydrographic Department. (H. 2647-22.)



Reproduction of Portion of Chart No. 941a

0 10 20 Sea Miles

KOREA, SOUTH-WEST COAST—SINGLE CHANNEL.

Maury Islands—Obstruction south-eastward of.

No. 488 (third publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1667 of 1922), are republished :—

Position.—At a distance of about 1½ miles south-eastward from the southern extremity of the 325 ft. (99m) eastern islet.

Lat. 34° 11' 10" N., long. 125° 30' 45" E., on chart No. 3365.

Details.—The above position is to be encircled with a danger line on the chart and the note "Obstruction (1922) E.D." is to be inserted against it.

Charts affected.—No. 3365, Port Hamilton to Mackau group.
 „ 104, Korean archipelago, southern portion.
 „ 3480, Shantung promontory to Nagasaki.
 „ 1262, Hongkong to Gulf of Liau-tung.

Publication.—China Sea Pilot, Vol. V, 1912, page 645.

Authority.—Tokyo Notice No. 408 of 1922. (H. 6636-22.)

CHINA, EAST COAST—YELLOW SEA.

Yang tse Kiang, Northern Approach—Existence of Shoal; Caution.

No. 489 (third publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1663 of 1922), are republished :—

Position.—At a distance of about 59 miles northward from Shaweishan islet lighthouse.

Lat. 32° 24' 30" N., long. 122° 08' 30" E. (approx.), on chart No. 34.

Details.—The symbol for a rock with a depth of less than 6 feet (1m8), together with the note "Repd. (1922) (P.A.)," is to be inserted on charts in above position.

Caution.—Vessels are warned to exercise caution when navigating in the above locality, as reports indicate the probable existence of further shoals in the vicinity of the position quoted above.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.
 „ 2412, Amoy to Nagasaki.
 „ 1262, Hongkong to the Gulf of Liau-tung.
 „ 1263, China sea.
 „ 781, Pacific ocean—north-west sheet.
 „ 2459, North-west Pacific ocean, &c.

Publication.—China Sea Pilot, Vol. V, 1912, page 406.

Authority.—Tokyo Notice No. 409 of 1922. (H. 6637-22.)

PHILIPPINES—LUZON ISLAND, WEST COAST.

Subic Bay—Target Raft withdrawn and Light discontinued.

No. 490 (third publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1673 of 1922), are republished :—

(a) Target raft withdrawn :

Position.—At a distance of about 4½ cables south-westward from north-western extremity of Grande Island.

Lat. 14° 46' N., long. 120° 13' E. (approx.).

Details.—The target raft formerly situated in above position has been withdrawn and is to be expunged from the charts accordingly.

(b) Light discontinued :

Position.—Formerly marking the above target raft.

Description.—A fixed red light.

Remarks.—This light is to be expunged from the charts.

Charts affected.—No. 931, Subic bay and Port Silanguin.
 „ 976, Manila bay.
 „ 3806, Cabra Island to San Fernando point and Dilasak to San Miguel bay.

Publication.—China Sea Pilot, Vol. IV, 1912, page 241.

Authority.—U. S. Government Charts. (H. 6631-22.)

NEW GUINEA, NORTH-WEST COAST—MISOL, NORTH COAST.

Waigama (Katapu) Anchorage—New Plan.

No. 491 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1689 of 1922), are republished:—

Position.—Katapu, lat. $1^{\circ} 50' S.$, long. $129^{\circ} 51' E.$ (approx.).

Details.—The accompanying reproduction of portions of charts, Nos. 3440 and 3744 show the necessary amendments with regard to Waigama (Katapu) anchorage. The existing plan of Katapu (New Waigama) anchorage on chart No. 3440 is to be replaced by the new plan of Waigama (Katapu) anchorage.

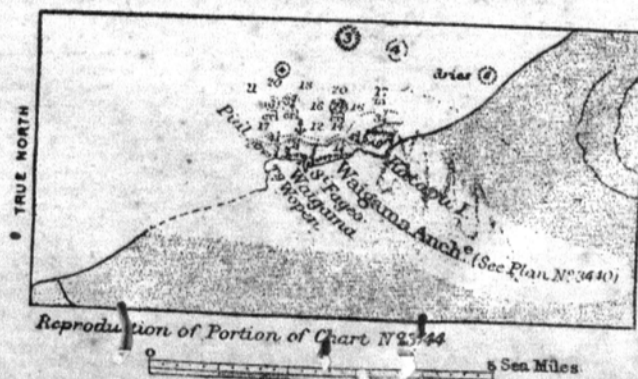
Charts affected.—No. 3440, Plan of Waigama (Katapu) anchorage.
" 3744, Tanjong Suaburto K islands.

Publication.—Eastern Archipelago Pilot, Vol. III, page 109.

Authority.—Netherlands Government Charts. (H. ...)



Reproduction of Portion of Chart N° 3440.



CHINA, EAST COAST—YANG TSE KIANG, SOUTHERN APPROACH.

West Volcano Island—Caution with regard to Wreck southward of.

No. 492 (third publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1704 of 1922), are republished :—

Former Notice.—No. 1597 of 1922. (*This Office No. 463 of 1922.*)

Position on chart.—At a distance of about $7\frac{1}{2}$ miles southward from West Volcano island lighthouse.

Lat. $30^{\circ} 13' N.$, long. $121^{\circ} 51' E.$ (*approx.*).

Description.—Sunken wreck of a large junk.

Caution.—Further information has been received that the above wreck is not fast on sea bottom and drifts slowly with the tidal streams. Mariners are warned, in consequence, to navigate with caution when in this locality.

Note.—As the wreck is no longer stationary the wreck symbol is to be expunged from the charts.

Temporarily affected.—No. 1124, Southern approach to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

—Shanghai Notice No. 641 of 4th September 1922. (*H. 6771-22.*)

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

